MICROFILM

START OF ROLL

ROLL NO.

128

Construction Contracts

Begins # 6760 (Dedication)

#6760 continues from reel 127

I-5-2(50) Cow Cr. Safety Rest Area 1966
83 Sec., Pacific Hwy.
#6760 DEDICATION

280-13

The Stadium Freeway (I-405) in Portland is currently under construction. The 5th Street freeway on-ramp is in lower half of the photograph. The freeway, when completed, will bypass downtown Portland on the west.

(Oregon State Highway Department photo)

Reshaping the southern slopes of the Siskiyous was well underway in August 1964,

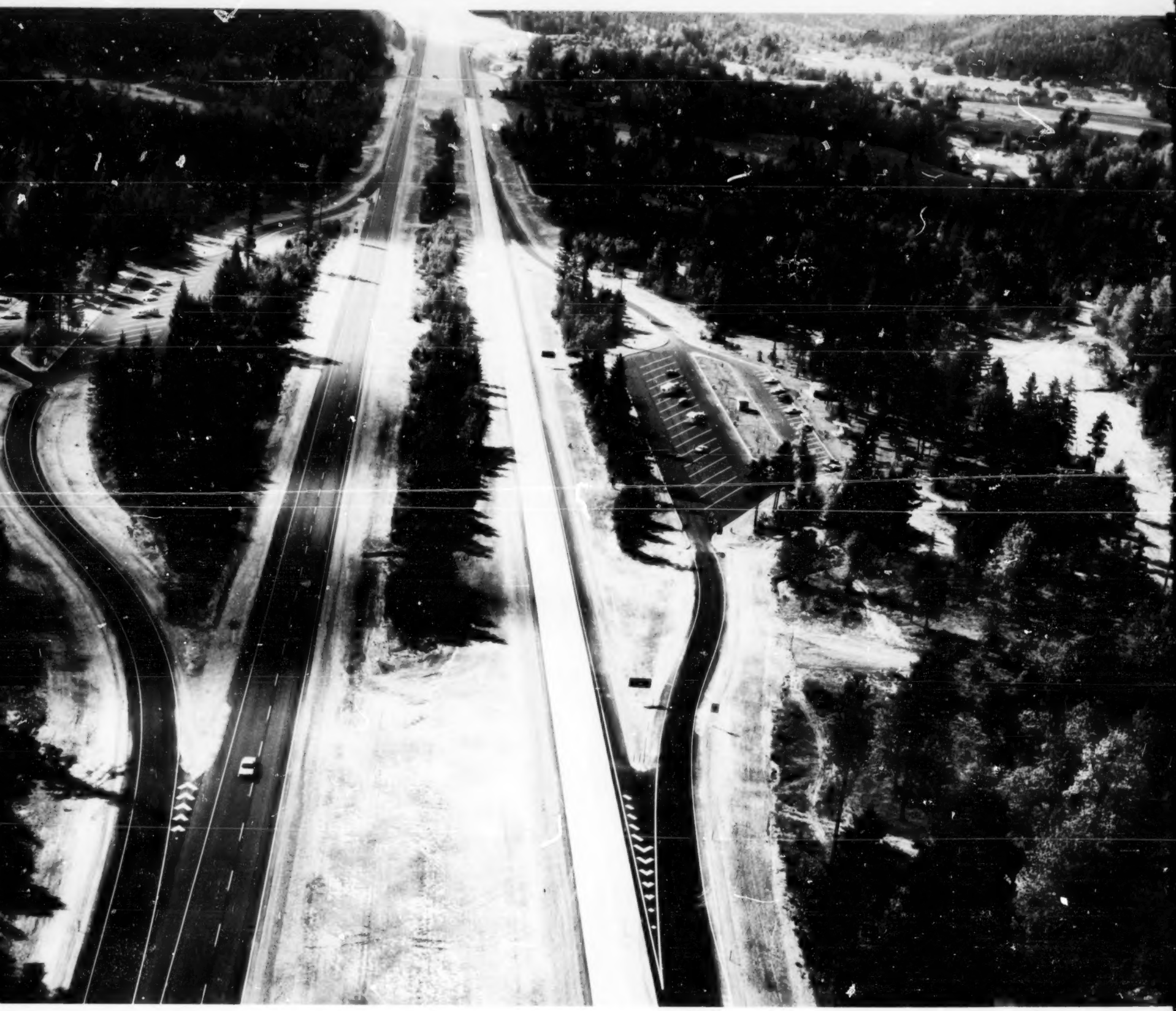
A211-9

Reshaping the southern slopes of the Siskiyous was well underway in August 1964, when this picture was taken during the early construction stages of this section of I-5.

(Oregon State Highway Department photo)

A282-32

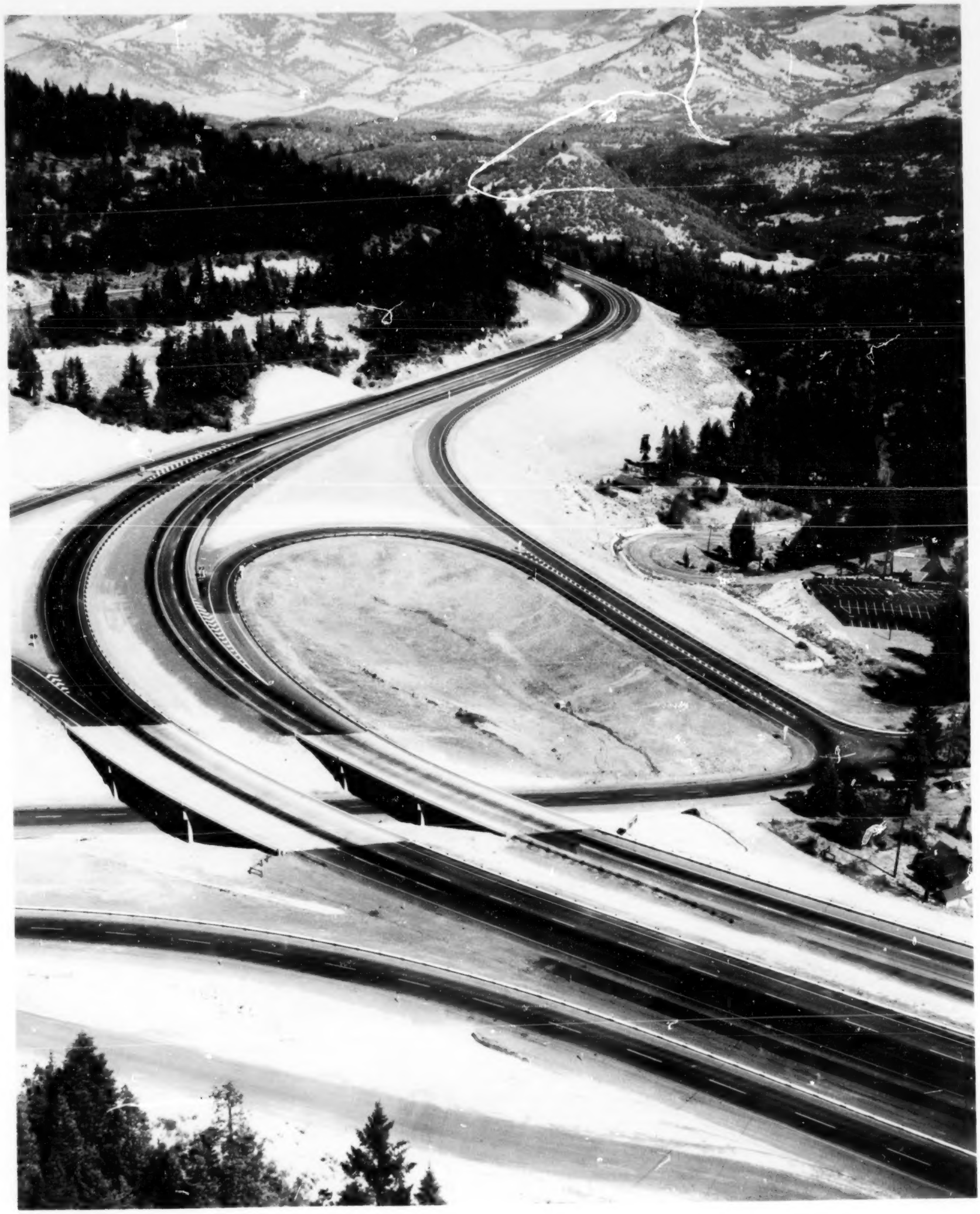
Cow Creek Safety Rest Area was the site of the I-5 dedication ceremonies about



A282-32

Cow Creek Safety Rest Area was the site of the I-5 dedication ceremonies about 29 miles north of Grants Pass on October 22. This aerial, looking south, shows the twin installations of the area.

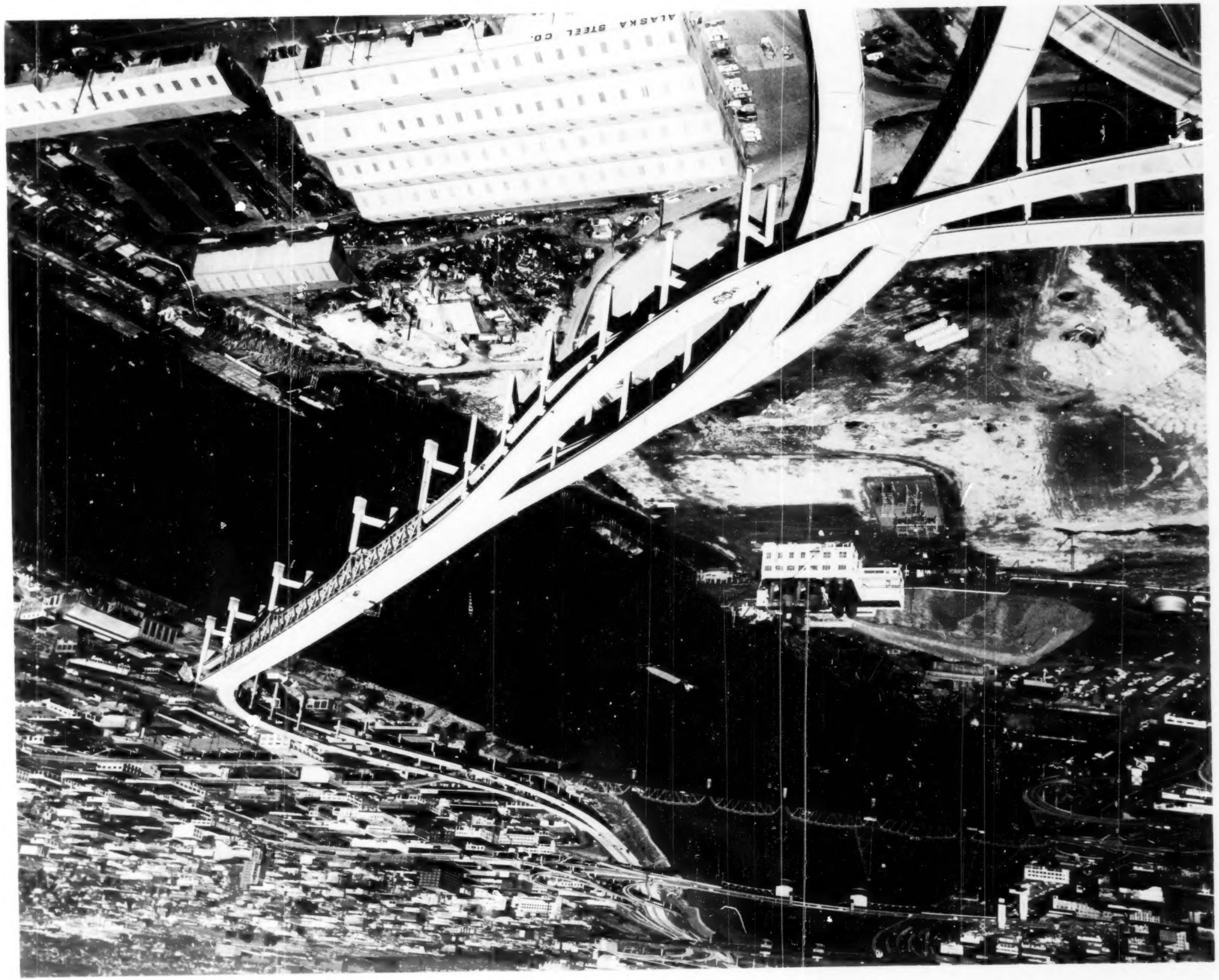
(Oregon State Highway Department photo)



A275-26

Siskiyou Highway Interchange. This interchange provides the exit to the Mt. Ashland ski area.

(Oregon State Highway Department photo)


ALASKA STEEL CO.

280-15

The Marquam Bridge over the Willamette River in Portland was opened to traffic this month. The two-decked structure connects I-5 and the Stadium Freeway with the East Bank Freeway, I-80N, and the Minnesota Freeway, which runs to the Interstate Bridge.

(Oregon State Highway Department photo)

A275-21

5 ... by California State

A275-21

This is the southernmost section of Oregon's I-5 with the California state line just beyond the next hill. This aerial (taken September 1966) is looking southerly along the split-level freeway. At upper left, the old Pacific Highway (US99) shows up at a former location.

(Oregon State Highway Department photo)

Mississippi River Bridge under construction in April 1963.

AI80-5

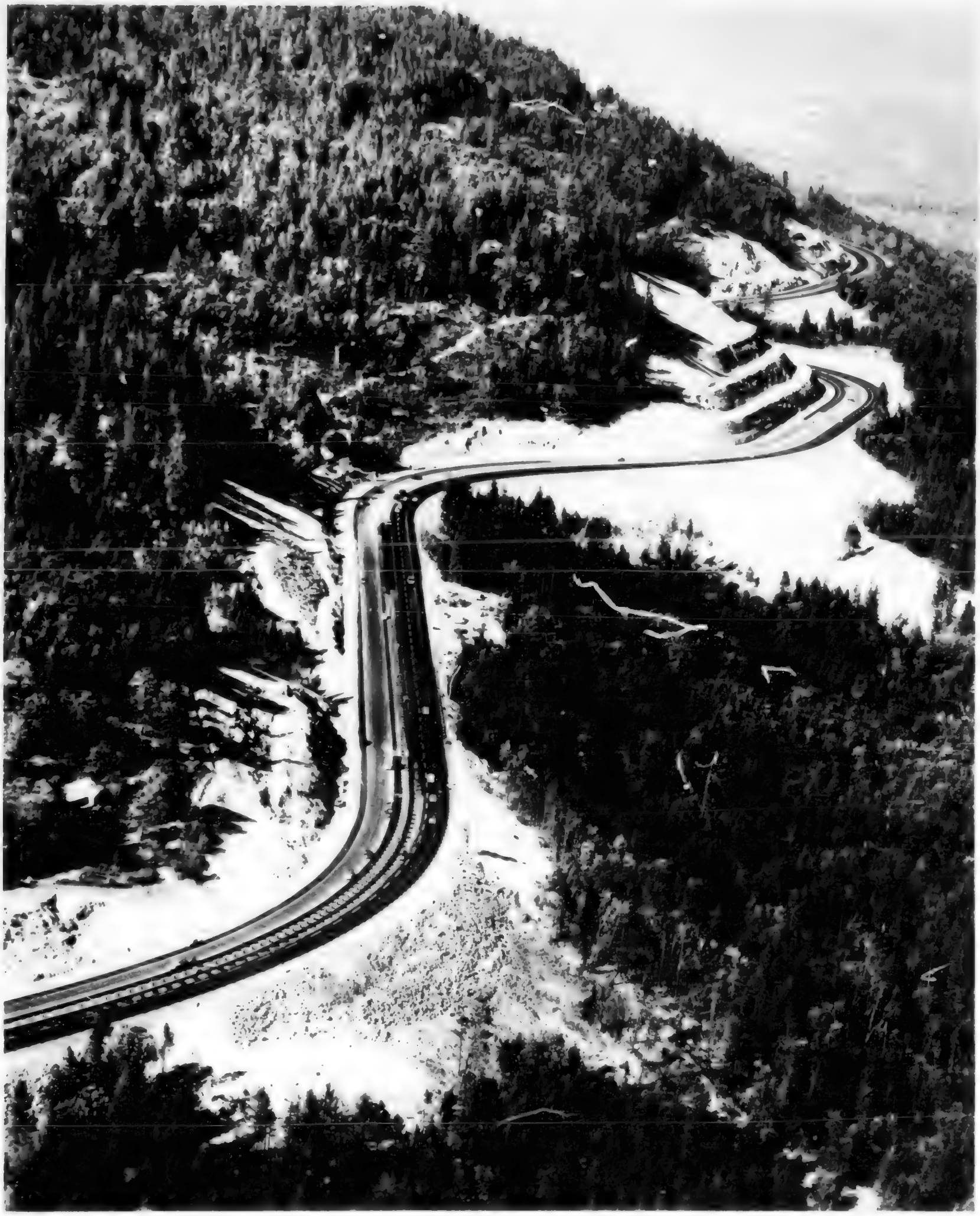
Multnomah Bridge project on the Willamette River just east of construction in April 1963, looking toward east Portland. The Baldock Freeway spur into Portland is in the foreground.

(Oregon State Highway Department photo)

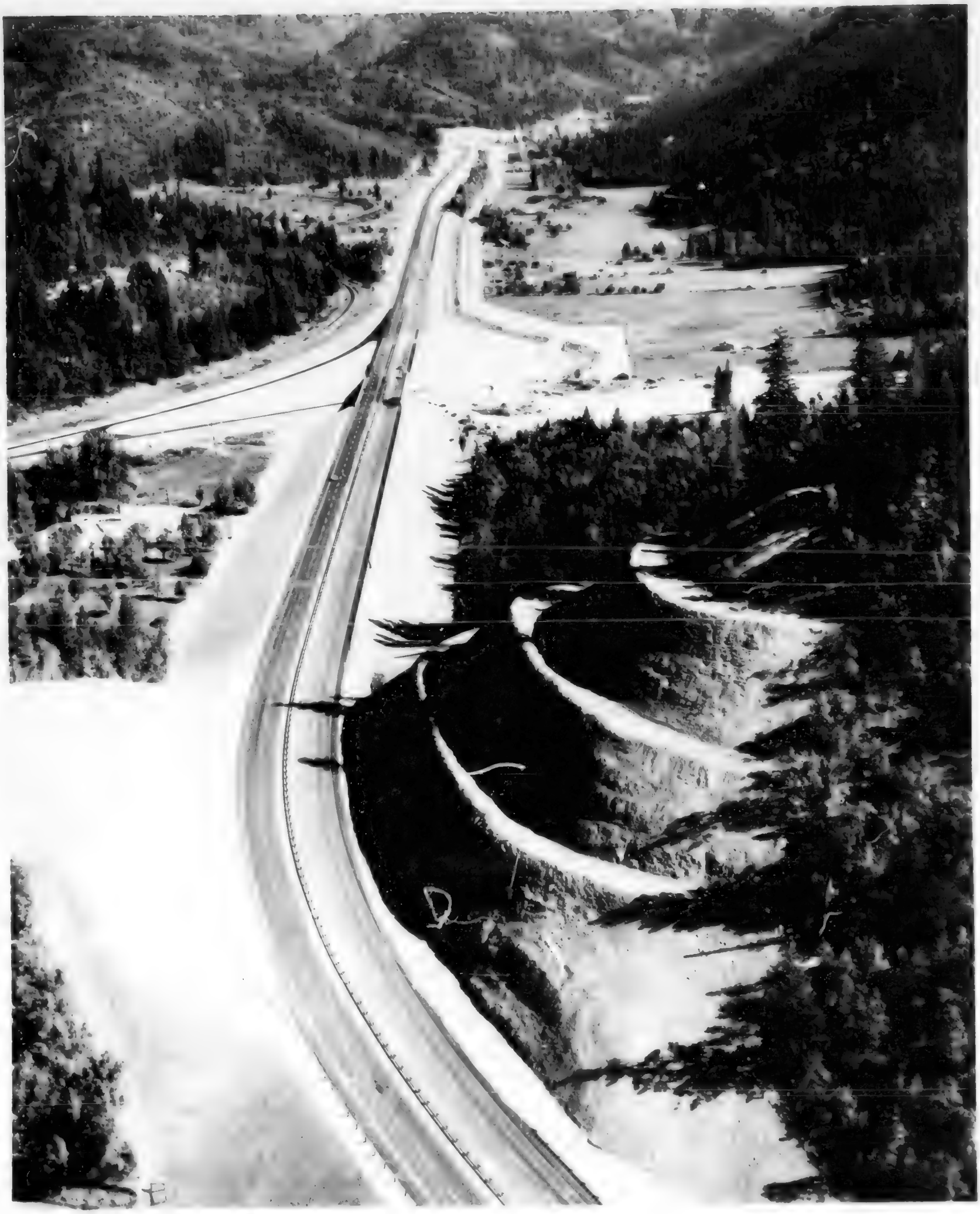
A251-77

This aerial photograph (looking north) shows the Garden Valley Interchange on I-5 at the north entrance to Roseburg. Landscaping appears prominently in the interchange space.

(Oregon State Highway Department photo)



(Oregon State Highway Department photo.)



282-14

The North Wolf Creek Interchange (looking north) on I-5 serves the town of Wolf Creek just out of the photograph on the left. The slopes are stabilized by the benching technique, which also catches falling rocks.

(Oregon State Highway Department photo)

OREGON STATE HIGHWAY DEPARTMENT
Public Information Office

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS
Fact Sheet

10-19-66

Official name: National System of Interstate and Defense Highways

Short title: The Interstate System

General Background:

Information as of June 30, 1966, compiled by the Bureau of Public Roads showed that 53 per cent of the system is now open to traffic. Only 5 per cent has not been advanced beyond the preliminary status. As of June 30, there were 21,570 miles open to traffic. The Interstate System will be the nation's key highway network, serving both civilian and defense needs, and carrying over 20 per cent of all traffic. Under the accelerated program launched by the Federal-Aid Highway Act of 1956 (as amended), completion of the system is scheduled for 1972. Congress has required that projects be planned to accommodate adequately the traffic anticipated 20 years beyond their design period. All Federal funds for the Interstate and regular Federal-aid highway programs come from Federal excise taxes levied on highway users and channeled through the Highway Trust Fund.

Of the 21,570 miles of the system now in use by motorists, 16,094 miles meet the standards of adequacy for future traffic and 3,172 miles are fully capable of handling current traffic but will need additional improvement to bring them up to the ultimate standards. Of the total mileage open to traffic, 17,760 miles (82 per cent) has been built or improved under the Federal-aid Interstate program, most of it in the 90-per cent Federal, 10-per cent State sharing program launched in 1956. Work on the remaining 1,505 miles was financed by the States and localities, mostly before 1956, under other programs but

in many cases with Federal aid. In addition to the sections open to traffic, 6,311 miles were under construction as of June 30, and engineering or right-of-way acquisition was in progress on another 11,064 miles. Thus some form of work was underway or completed on 38,945 miles of the 41,000-mile system, or about 95 per cent of the total.

The Interstate Highway System was created in 1944, but Federal funds for its accelerated construction did not come until 1956.

The matter of route location is illustrative of the great changes that have taken place in highway construction. The selection of a highway route was once a rather informal procedure. It was, in essence, a matter of following the lines of least resistance, of skirting natural obstacles, following valleys, crossing streams and rivers at narrow points, and generally following older, existing lines of travel. Today the goal of highway planners is to build highways that will provide swift, safe, uncongested movement of traffic, and comfort and convenience for the traveler. At the same time, the planner endeavors to promote and expand economic growth, stimulate and assist in the rebirth and development of urban areas, and preserve and enhance our social and cultural heritage and natural beauty.

What it is:

Is a 41,000-mile network of high-speed, high-capacity, controlled-access highways connecting and serving virtually all of the nation's population centers.

What it does:

Serves 103 million licensed operators of over 94 million vehicles.

Carries over 20 per cent of the nation's motor-vehicle traffic.

Saves users $11 billion annually in benefits.

Saves 8,000 lives annually due to safety design.

Shortens driving time and decreases driving tension.

Increases driving pleasure because of beauty of design, landscaping and roadside control.

Increases recreational opportunities.

Strengthens national defense.

Helps alleviate urban congestion.

Stiumulates economic growth.

Who is constructing it:

State highway departments, with the review and approval of the U. S. Bureau of Public Roads.

When will it be completed:

In 1972, under present schedules.

How much will it cost:

$46.8 billion, according to cost estimate submitted to Congress in 1965.

How is it financed:

Federal Government pays 90 per cent of the cost with funds collected from highway users. States pay 10 per cent. (Note: Because of the large amount of Federal Government-owned land in Oregon, this figure changes to 92.25 per cent for the Federal Government and 7.75 per cent for the State.)

Safety features:

The freeways of the new Interstate System, because of their built-in safety features, are the most foolproof highways yet devised, but they involve an entirely

different set of driving rules. A comparative study of traffic fatality rates shows that Interstate highways are about three times as safe as the older roads they are replacing, even at the higher speeds permitted. The driver unfamiliar with modern, limited-access expressways must adapt himself to a whole new set of conditions.

The usual rules of good driving prevail. The key to safe driving on the Interstate System is the maintenance of a smooth flow of traffic without disruptions. The safest speed is the average speed of the traffic around you. The greater the deviation from the average speed, the greater the hazard. Driving too slowly is just as dangerous as driving too fast. Dangerous variations in speed can occur on entering the freeway. Safe drivers first make sure the acceleration lane is clear, and look for a gap in passing traffic. They build up speed while still in the acceleration lane in order to blend smoothly into the mainstream of traffic. In leaving the freeway, good drivers wait until they are on the exit ramp before slowing down. Because of the higher speeds permitted, longer following distances are necessary. Sustained driving at high speeds makes far greater demands on a car. Mechanical failures are a contributing factor in a much larger proportion of accidents on freeways than on other roads. If an emergency stop is necessary, it is most important to get off the traveled roadway as quickly as possible, slowing down on the shoulder if it can be done safely. Trips on the Interstate require planning ahead, since higher speeds reduce time for decisions. Long periods of high speed, relatively effortless driving, can have a hypnotic effect on the driver or cause him to become drowsy. Take advantage of the rest areas provided on Interstate highways or pull off at an exit periodically and get out of your car, stretch your legs, and relieve the strain of long periods behind the wheel. The few minutes lost will bring dividends in safety.

Costs:

Highways represent a huge investment. They can cost anywhere from a few thousand dollars a mile for relatively low-grade roads to several million dollars a mile for controlled access, multi-lane highways of the Interstate System type.

User Savings:

User benefits to motorists from the sections of the Interstate System already open to traffic will total an estimated $3.9 billion. A breakdown of the estimated savings shows they will total almost $3 billion for passenger cars, and $900 million for commercial vehicles. In 1973, the benefits should rise to $11 billion ($8 billion for passenger cars, and $3 billion for trucks and buses). Studies made by the Bureau of Public Roads show that the Interstate System will pay for itself in user benefits in less than 5 years after it is completed, although it will be in service for generations.

Highway Use:

There are 3.6 million miles of roads and streets, or about one mile for every square mile of land in the country. This year, 103 million drivers will travel over 900 billion miles in over 94 million vehicles (78 million cars, 15.6 million trucks and buses). Automobile travel accounts for 82 per cent of all highway use; trucks and buses account for 18 per cent. Forty-four per cent of all automobile travel is for commuting and other business reasons; 18 per cent is for family errands; 4 per cent is for educational and religious purposes; and 34 per cent is for recreation and pleasure driving. (Driving for pleasure is America's leading form of outdoor recreation.) All highways, except those on Federally-owned lands, are built and owned by the States or their local subdivisions. Federal Government provides financial aid, derived from special taxes on highway users, to reimburse States for 90 per cent of the cost of the 41,000-mile Interstate Highway

System and 50 per cent of the cost of Federal-aid projects on the 225,000-mile primary and the 626,000-mile secondary systems. The Federal-aid systems carry almost half of all traffic. In fiscal year 1967, Federal aid will total $3 billion for the Interstate, $450 million for primary rural highways, $300 million for secondary rural highways, and $250 million for primary and secondary urb an extensions.

History:

The Bureau of Public Roads is observing this year the Golden Anniversary of Federal aid for highways, marking 50 years of service to American motorists.

On July 11, 1916, President Woodrow Wilson signed into law the Federal-Aid Road Act, which established the principle of Federal assistance to the States for highway improvements. This was done with an appropriation of $5 million to apportion among the States. The present Federal-aid highway program has increased to an annual level of some $4.4 billion. The program has remained unchanged in principle since 1916. The chief responsibility for highways remains with the States. State highway departments still choose highway routes for development, select and plan individual projects, acquire necessary rights-of-way, and award and supervise construction contracts. The Federal Government reimburses the States for its share of the cost after the work is done. The function of the Bureau of Public Roads is one of review, approval, and control in each step of the process. When the roads are completed, they belong to the States, which are responsible for their operation and maintenance.

Taxes:

The taxes which pay for building and maintaining highways cost the average car owner about 1.2 cents per mile of use, or a little over a tenth of the total cost of operating the family automobile. The driver pays more for his insurance alone than for road-user taxes.

For all intents and purposes, the Interstate System began under the Federal-aid Highway Act of 1956, Public Law 627, 84th Congress, H.R. 10,660, 70 Stat. 374, June 29, 1956.

Interstate 5:

Interstate 5, serving the Pacific Coast, runs from Blaine, Washington, on the Canadian border, to San Ysidro, California, on the Mexican border, a total of approximately 1,382.15 miles. This is to be built at a cost of approximately $1.5 billion. There are 797.20 miles of the system in California, 308.38 in Oregon, and 276.57 in Washington.

Interstate System in Oregon:

Oregon has consistently led the nation in the amount of its Interstate System completed or adequate for present traffic. At the end of fiscal year 1966, Oregon had 85.8 per cent of its Interstate System open and adequate for present traffic, while the entire national system showed a 53 per cent figure.

The cost of construction of Interstate 5, which has been engineered to provide the greatest safety to the driver, is estimated at $298.6 million. This figure includes expenditures prior to the 1956 Interstate Highway Act, preliminary engineering costs and right-of-way. An example of this is the Baldock Freeway, extending from Salem to the Tigard Interchange, where this highway was incorporated into the Interstate System. This freeway was financed by the sale of bonds, with the Federal Government paying 60 per cent and the State 40 per cent. In Oregon, in most cases, the Federal cost has amounted to 92.25 per cent, while the State has paid 7.75 per cent.

Along Interstate 5 there are 114 partial or full interchanges to control access to the highway.

To provide points of relaxation for the weary driver on this high-speed freeway, there are a total of 18 safety rest areas, nine for northbound traffic and nine for southbound.

The completion of Interstate 5 to four lanes in the state of Oregon marks a significant milestone in highway construction by the State Highway Department. The opening of this 308-mile stretch of the Interstate System in Oregon is the realization of a dream come true for highway planners in Oregon. It means one may enter the state at the Interstate Bridge in Portland and travel the entire length of Oregon on this super, high-speed freeway without once encountering a traffic signal or stop sign until after he has entered California.

In Oregon there is a total of 730.1 miles on the Interstate System. In addition to Interstate 5, there is 375 miles on Interstate 80N from Portland to Ontario; 4.2 miles on the Stadium Freeway, I-405; 21.5 miles on the East Portland Freeway, I-205; 3.1 miles on the Salem Spur, I-305; 4 miles on the Eugene Spur, I-105; and 14 miles on Interstate 82 from Stanfield to Umatilla. On Interstate 80N, 205.6 miles of the system's 375 miles, or 54 per cent, have been opened to traffic.

Under the 1966 Federal Aid Highway Act, the approximate apportionment of Federal Aid Highway Funds for the Interstate System for fiscal years 1968 and 1969 in Oregon is 1968 - $59.21 million, and 1969 - $66.18 million.

First contract awarded on I-5 under the 1956 Federal-Aid Act establishing the Interstate System was the Fords Bridge Unit of the Myrtle Creek-Canyonville Section, awarded September 27, 1956.

There were 80,500,000 cubic yards of earth moved on Interstate 5.

There are 467 structures on Interstate 5's main line and 40 on its connections and frontage roads.

Interstate 5 comprises approximately 4 per cent of the mileage of the entire State Highway System and yet carries over 18 per cent of the total vehicle-miles of the

entire State Highway System. There were 1,163,200,000 vehicle-miles of travel on Interstate 5 in 1965.

The 1965 accident rate on Interstate 5 was 1.14 accidents per million vehicle-miles as compared to 5.02 for the highway system as a whole, inclusive of freeways; and 6.22 for the highway system, exclusive of freeway sections.

Oregon has an ambitious program to landscape its freeways. The need for beautification at entrance to cities has been recognized. Future plans call for the planting of 200 trees, 5,800 shrubs of flowering variety, and 15,000 ground cover vines at the entrance to 15 cities. In addition to this, a considerable amount of screening of unsightly areas along the highways will be accomplished by maintenance forces in the future. Title III of the Highway Beautification Act of 1965 provides Federal funds for the acquisition of scenic strips and the development thereof without the necessity of the State's providing a percentage of matching funds.

Oregon highway construction expenditures for calendar years 1962 - 1966:

1962 - - - - - - - - - - - - - - - - -	$ 55,975,302
1963 - - - - - - - - - - - - - - - - -	72,304,543
1964 - - - - - - - - - - - - - - - - -	88,778,060
1965 - - - - - - - - - - - - - - - - -	87,823,109
1966 (estimated) - - - - - - - - - -	83,000,000

Interstate 5 Traffic in Oregon:

Current average daily traffic volume on I-5 is 11,600 vehicles per day. It ranges from a high of 55,000 to a low of 4,300.

Accident-wise, there were 1,321 (1965) accidents on I-5, only slightly in excess of four per cent of the total accidents on the entire highway system. In the five-year,

pre-freeway period (1951-55 inclusive), the accident rate on the Pacific Highway amounted to 9.07 accidents per million vehicle-miles. The accident rate on the Pacific Highway, I-5, during progressive freeway construction through the 10-year period, 1956-65, declined steadily from 7.90 to 1.14 in 1965. Had the pre-1956 accident rate of 9.07 prevailed through the 10-year freeway construction period, 53,400 additional accidents would have resulted.

It is anticipated that traffic on I-5 will increase almost threefold by 1985, in which year the vehicle-miles of travel are estimated at 3,373,000,000. The completion of I-5 results in a distance saving of 30.55 miles, which, using very conservative unit cost figures, amounts to almost $6.5 million in 1966. Timewise, passenger vehicles enjoy a saving of almost two hours in traveling from border to border in Oregon, and, money-wise, this is calculated to save almost $12 million in 1966. For commercial vehicles, the time saving, border to border, in Oregon amounts to slightly less than three hours, realizing a dollar saving of an amount in excess of $3.5 million. The total saving in 1966 realized from these items is $22 million.

Beautification:

Under the Highway Beautification Act of 1965, funds available during any fiscal year from the Federal Government amount to three per cent of funds apportioned to a State by the Federal Government for Federal-aid highways. In Oregon, this will amount to approximately $1,975,000 annually. These funds are in addition to those normally received for highway construction. In general, they may be used to accomplish landscaping projects on Federal-aid highways in addition to erosion control work; acquire land or easements adjacent to the highway rights-of-way to enhance the beauty of the highway; provide more rest areas adjacent to the highways for convenience, safety, relaxation and recreation; and screen unsightly areas adjacent to the highways.

October 19, 1966

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OCT 13 1966

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10-6-66

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PERTINENT COPY re: INTERSTATE 5

October 6, 1966

1. Interstate 5, 308 miles in length, comprises some 4% of the mileage of the entire State Highway System.

2. Vehicle miles of travel on I-5 (1965) amounted to 1,163,200,000 -- over 18% of the total vehicle miles on the entire highway system (6,389,300,000).

3. Current average daily traffic volume on I-5 is 11,600 vehicles per day and ranges from a high of 55,000 to a low of 4,300.

4. Accidentwise, there were 1321 (1965) accidents on I-5 --only slightly in excess of 4% of the total accidents on the entire highway system.

5. The 1965 accident rate on I-5 was 1.14 accidents per million vehicle miles as compared to 5.02 for the highway system as a whole, inclusive of freeways; and 6.22 for the highway system, exclusive of freeway sections.

6. In the 5-year pre-freeway period (1951-55, inclusive), the accident rate on the Pacific Highway amounted to 9.07 accidents per million vehicle miles.

7. The accident rate on the Pacific Highway, I-5, during progressive freeway construction through the 10-year period, 1956-65, declined steadily from 7.90 to 1.14 in 1965.

8. Had the pre-1956 accident rate of 9.07 prevailed through the 10-year freeway construction period, 53,400 additional accidents would have resulted.

9. It is anticipated that traffic on I-5 will increase almost threefold by 1985, in which year the vehicle miles of travel are estimated at 3,373,000,000.

10. The completion of I-5 results in a distance saving of 30.55 miles which, using very conservative unit cost figures, amounts to almost six and one-half million dollars in 1966.

11. Timewise, passenger vehicles enjoy a saving of almost two hours in traveling from border to border and moneywise this is calculated to save almost twelve million dollars in 1966.

NOTED
TOM EDWARDS

12. For commercial vehicles the time saving border-to-border amounts to slightly less than three hours, realizing a dollar saving of an amount in excess of three and one-half million dollars.

13. The total saving (1966), a summation of Items 10, 11 and 12, is twenty-two million dollars.

FBC:njc
10-6-66

RECEIVED
SEP 23 1966
FOR FILING

Office of the Governor
State Capitol, Salem
September 7, 1966

Governor Mark Hatfield today said he will dedicate the final link in Highway Interstate 5 in Douglas County on October 22.

The ceremony, scheduled for 11 A.M. at the Cow Creek Safety Rest Area, will mark the border to border completion of Oregon's major North-South highway, fulfilling a primary goal established by Hatfield when he became Governor.

The newly opened safety rest area was selected as the site of the ceremony because of the vital role which the Interstate Highway System plays in the driving safety of the nation, the Governor pointed out. "The National System of Interstate and Defense Highways, of which Interstate 5 is an integral component, is engineered to insure the greatest possible safety to the driver and his passengers. The completion of this segment of the system in Oregon marks a significant step forward in highway safety," Governor Hatfield said.

The Cow Creek Safety Rest Area is located 14 miles south of Canyonville, 39 miles south of Roseburg, and 29 miles north of Grants Pass.

##

NOTED
VICTOR D. WOLFE

RECEIVED
SEP 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
JOHN J. EARLEY

NOTED
HARRISON J. BROWN

F-205(15) Midland-Worden Sec., The Dalles-California Hwy. 1966

#6761 (Guardrail)

RECEIVED
JUN 1 - 1966
FOR FILING
F-205 (15)
6761

June 1, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed April 19, 1966, on Contract No. 6761. The contract was with Vern Hoaglin Construction Co., Inc. and was for guardrail on the Midland-Worden Section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be presented to you for confirmation at the June 2 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maines
L. R. Chandler

bg

RECEIVED
JUN 1 - 1966
FOR FILING
F-205(15)
6161

June 1, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6761 awarded to Vern Hoaglin Construction Company, Inc., for guardrail on the Midland-Worden Section of The Dalles-California Highway in Klamath County was completed on April 19, 1966, and accepted by the Highway Commission today.

Final payment in the amount of $800.81 will be released to the contractor after June 8, 1966. The total contract amount is $27,121.89 including $428.29 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Vern Hoaglin Construction Co., Inc.
P.O. Box 187
Cornelius, Oregon 97113

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUN 3 - 1966
FOR FILING

F-205(15)
6761

OREGON STATE HIGHWAY DEPARTMENT

May 31, 1966

Accounting Division ( )
Bridge Division ( )
Construction Division ( )

Traffic Division ( )
Division Engineer (No.) ( )
Maintenance Division ( )
(Seeding & Mulching Sec.)

Project No. F-205(15), Midland-Nordon Section, Contract No. 6761, Prefix 10-1013, is currently being finaled with the Bureau of Public Roads. It is necessary that Office Engineering knows if there is work yet to be done or if there are any delayed costs that should be charged to this prefix. Notification as to the status of the project must be received by June 30, 1966, so that the project can be finaled and the prefix cancelled. Your prompt reply is requested.

Note: The Division Office will be responsible for contacting the resident engineer currently in charge of the project area.

L. H. Young
Office Engineer

Filed

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Midland-Worden		WEEK ENDING: May 21, 1966
		SECTION PREFIX: 18-1013
HIGHWAY: The Dalles-California		COUNTY: Klamath
NAME OF JOB: Midland-Worden	KIND OF WORK: Guard Rail	
CONTRACTOR: Vern Hoaglin Construction Co., Inc.	CONTRACT NUMBER: 6761	FEDERAL AID PROJECT NUMBER: F-205(15)
DATE OF CONTRACT: February 3, 1966	DATE WORK STARTED: February 28, 1966	ESTIMATED COMPLETION DATE: Rail 4-19-66 Paint 4-19-66
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS: Rail 60	WORK DAYS USED: Rail 56
	SPECIFIED CALENDAR DAYS: Paint 120	CALENDAR DAYS USED: Paint 56
	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: Rail 93, Paint 47
PROJECT AUTHORIZATION: $32,990.06		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $30,644.04	ENGINEERING AUTHORIZATION: $2,345.96	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $27,121.89	ENGINEERING COST TO DATE: $3,640.71	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 6.5 %	PERCENT OF AUTHORIZATION: 155 %	DATE PROJECT WAS COMPLETED: April 19, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	Guard Rail	Painting
						100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT		Calendar						

	WEATHER	~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0	0	Project completed
MONDAY	Fair	0	0	"
TUESDAY	Fair	0	0	"
WEDNESDAY	Fair	0	0	"
THURSDAY	Fair	0	0	"
FRIDAY	Fair	0	0	"
SATURDAY	Fair	0	0	"

Routing: Morgan, Decker, Bond, Barbee, Walker, Gibbs, Swan, Pass, Scott, Wills, Litchfield, Olson

RECEIVED
MAY 23 1966
CONSTRUCTION
DIVISION

BEN G. ORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Project completed. No activity.
MONDAY	Project completed. No activity.
TUESDAY	Project completed. No activity.
WEDNESDAY	Project completed. No activity.
THURSDAY	Project completed. No activity.
FRIDAY	Project completed. No activity.
SATURDAY	Project completed. No activity.

REMARKS

Project completed. Semi-final estimate was submitted to Division office the first of this week.

SIGNED H. Leif Merritt LOCATION Klamath Falls, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 17 1966

FOR FILING
F-205(15)
6761

VERN HOAGLIN CONSTRUCTION CO., INC.

S. E. First Ave. ● P. O. Box 187 ● Cornelius, Oregon 97113
Bus. EL 7-2455 ● Res. CY 2-5413

May 11, 1966

State Highway Department
Salem, Oregon

Gentlemen:

In answer to your letter of May 9, we are enclosing a copy of the Form PR-47 on the Midland-Worden Section of the The Dalles-California Highway in Klamath County, Contract No. 6761, FA Project F-205(15). The original was sent to the resident engineer on the job.

Very truly yours,

VERN HOAGLIN CONST. CO., INC.

C. H. Olson

CO:bj

encl

NOTED
F. B. KLABOE

RECEIVED
MAY 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 12 1966
OREGON
STATE HIGHWAY COMMISSION

Hwy handling
5-12-66

Vern Hoaglin Const. Co., Inc.

FORM PR-47 (REV. 8-63)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-6)

STATE Oregon
STATE CODE ____ [1]

COUNTY Klamath (R)[2]

FEDERAL PROJECT NO. F-205(15)

PART A *(To be completed by Bureau of Public Roads or State Highway personnel - See instructions on reverse)*

ITEM		ROADWAY	BRIDGES (Over 20 ft.)
	CONSTRUCTION TYPE CODE		
20	CONTRACT CONSTRUCTION AMOUNT	$	$
21	LENGTH OF PROJECT	Mi.	Mi.

DATE STARTED

DATE COMPLETED

TOTAL NO. BRIDGES

PART B *(To be completed by contractor - See instructions on reverse)*

ITEM	MATERIALS AND SUPPLIES	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
1	CEMENT	BBL.		
2	AGGREGATES PURCHASED	TON[3] / CU. YD.		
3	BITUMINOUS MATERIAL	GAL.		
4	LUMBER	MFBM		
5	TIMBER PILING	LIN. FT.		
7	REINFORCING STEEL	LB.		
8	STRUCTURAL STEEL	LB.		
11	READY-MIXED CONCRETE	CU. YD.		
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
15	AGGREGATES PRODUCED	TON[3] / CU. YD.		
16	MISCELLANEOUS STEEL	LB.		
17	FENCING	LIN. FT.		
18	GUARDRAIL	LIN. FT.	9,450	
19	BRIDGE RAIL	LIN. FT.		
9	PETROLEUM PRODUCTS	GAL.	650	
10	EXPLOSIVES	LB.		
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	19,543	
23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

30	LABOR	TOTAL MAN HOURS 1,116	TOTAL WAGES PAID *(Without deductions)* 5,067

CULVERT ITEMS

ITEM	SIZE (Inches)	LENGTH (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
13	CONCRETE PIPE	
14	CLAY PIPE AND DRAIN TILE	
25	CORR. ALUMINUM CULVERT	
26	CAST IRON PIPE	

REMARKS: *(Use additional sheet if more space is required.)*

[1] By BPR. [2] Insert "M" or "R" for Municipal or Rural. [3] Strike out unit not applicable.

USCOMM-DC 37510-P63

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

RECEIVED
MAY 5 - 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-205(15)

6761

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 19, 1966, on Contract No. 6761, Midland-Worden Section, in Klamath County, in connection with Federal-Aid Project No. F-205(15).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F.B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement Date: 5-2-66

Conditions noted on above date:

Final inspection on 4-26-66 indicated that this project has been completed in substantial conformance with plans and specifications.

A. W. Parsons
Division Engineer

By: ME Martin
M. E. Martin
District Engineer

RECEIVED
OFFICE
STATE HIGHWAY ENGINEER

CTC:

Rec'd to Young
5-4-66

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
2-125		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4	2-21-66	Klamath
		PROJECT NO. F-205(15)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Midland-Worden Section of The Dalles-California Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-5-66	0.00
*OTHER (Specify)		

FUNDS Pro Rata 63.51

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 32,201.00	$ 20,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M. K. Laloux

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer FEB 21 1966

Oregon State Highway Department

Federal-Aid (Safety)
Project No. F-205(15)

MIDLAND-WORDEN SECTION OF THE

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

Project Agreement Estimate.

Salem, Oregon, February 10, 1966

Type Code Y101
Guard Rail (Sta. 457+05 to Sta. 564+16)

Guard Rail	10,300 lin.ft.	$ 2.75	$ 28,325.00
Rail End Pieces	7 only	4.50	31.50
Extra Guard Rail Posts	14 only	14.50	203.00
Extra for Painting Rails	10,300 lin.ft.	0.05	515.00
			$ 29,074.50
Flagging (57½% Contractor's Cost)	All Required		200.00
	Subtotal		$ 29,274.50
	10% Engr. & Cont.		2,926.30
	Total		$ 32,201.00

Length of Project - - - - - - - - -0.00 mile

Federal Funds -	-$20,400
State Funds -	11,801
Total	$32,201

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid (Safety)
Project No. F-205(15)

MIDLAND-WORDEN SECTION OF THE

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 23, 1965

Type Code Y101
Guard Rail (Sta. 457+05 to Sta. 564+16)

Guard Rail	10,300 lin.ft.	$ 2.60	$26,780.00
Rail End Pieces	7 only	6.00	42.00
Extra Guard Rail Posts	14 only	10.00	140.00
Extra for Painting Rails	10,300 lin.ft.	0.15	1,545.00
			$28,507.00
Flagging (57½% of contractor's cost)	All Req.		200.00
	Subtotal		$28,707.00
	10% Engr. & Cont.		2,870.00
	Total		$31,577.00

Length of Project 0.00 Mile

Federal Funds - - - - - - - - $20,000.00
State Funds - - - - - - - - - 11,577.00

Total - - - - - - - - - - - - - $31,577.00

RECEIVED
FEB 17 1966
FOR FILING

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

F-205(15)

UNITED STATES GOVERNMENT

Memorandum

6761

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 11, 1966

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-205(15)
Midland - Worden Section
Guardrail

As requested in Mr. Young's letter of February 9, 1966 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of February 3, 1966 in the award of contract no. 6761 to Vern Hoaglin Construction Co., Inc. of Cornelius, Oregon, low bidder in the amount of $29,074.50 at the January 27, 1966 bid opening.

Young
2-17-66

NOTED
F.B. KLOOS

RECEIVED
FEB 9 - 1966
FOR FILING

F-205(15)
6761

February 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of January 28, 1966, is requested in the award of contract for the Midland-Worden Section, Project No. F-205(15).

The contractor receiving the award is Vern Hoaglin Construction Co., Inc., of Cornelius in the amount of $29,074.50 with the Contract No. 6761 assigned. This bid was received on January 27, 1966, and awarded February 3, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
FEB 7 1966

FORM S-100
HERMAN D. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. BRIDLEY
PORTLAND
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F-3...-(14)
6761

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

February 4, 1966

Vern Hoaglin Construction Co., Inc.
P. O. Box 187
Cornelius, Oregon

Gentlemen:

The State Highway Commission on February 3, 1966, awarded to you State Highway Contract No. 6761 for the following project:

For guardrail on the Midland-Worden Section of The Dalles-California Highway in Klamath County.

This award was based on your bid of $29,074.50 which was submitted to the Commission on January 27, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

F-205 (15)

6761

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

January 12, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of January 3, 1966 regarding the following projects:

1. Midland-Worden Section, The Dalles-California Highway, Klamath County.

2. 12th Street(Salem)Section, Pacific Highway East, Marion County.

3. Columbia Boulevard-Alberta Street Section, Cascade Highway, Multnomah County.

We wish to confirm in writing, the telephone approval of these projects by Mr. Clark Walsh, on December 30, 1965.

RECEIVED
JAN 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

1-13-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
J. F. Putnam (2)

fp

NOTED
F. B. KLABOE

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Plant
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JAN 13 1966
CONSTRUCTION
DIVISION

RECEIVED
JAN 13 1966

FOR FILING

Form CD-121 (11-63) (Rev. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 5, 1966

In reply refer to: 08-35.2-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Safety Project F-205(15)
Midland-Worden Section
Guard Rail

REFERRED TO
By Asst. State Hwy. Engr.
1-13-66

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved as indicated in Mr. Litchfield's and Mr. Oakes' December 20 and December 21, 1965 reports.

You are authorized to proceed with contractor's flagging included in your estimate in the amount of $200.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	January 1966
Division II Part 7 - Incidentals	January 1966

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's December 30, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest. Nonconcurrence by appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

Attachment

Copies to Oakes Litchfield 1-13-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 17 1965
FILING
F-205(15)
6761

November 16, 1965

Oregon State Highway Commission

Gentlemen:

We have a guardrail project between Midland and Worden on The Dalles-California Highway in Klamath County that needs completion in the near future as a safety improvement project. The work consists of installing guardrail between M.P. 295.90 to 286.65 and M.P. 286.90 to 287.94, or approximately 9,500 feet, at an estimated cost of $30,000.

This project has been recommended by the Maintenance Division and we suggest that it be added to the 1966 State Construction budget.

This matter will be presented to you at the December 14 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
E. S. Hunter
J. F. Putnam

BG:jp bg

18-1126 Lost River Diversion Canal 1966
Sec., Klamath Falls-Malin Hwy.
#6762

RECEIVED
OCT 4 - 1966
FOR FILING
18-1126
6762

October 3, 1966

Hartford Accident & Indemnity Co.
Surety Department
1330 Eastlake Avenue East
Seattle, Washington 98102

Gentlemen:

Contract No. 6762 awarded to T & M Construction Company for construction of the Lost River Diversion Canal Bridge on the Klamath Falls-Malin Highway in Klamath County was completed on July 1, 1966, and accepted by the Highway Commission on September 29, 1966.

Final payment in the amount of $1,801.53 will be released to the contractor after October 10, 1966. The total contract amount is $60,083.35 including $32.23 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: T & M Construction Company
838 Plymouth Drive N.E.
Salem, Oregon

Cushing Insurance
P. O. Box 7215
Salem, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 30 1966
FOR FILING

18-1126
6762

September 29, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 1, 1966, on Contract No. 6762. The contract was with T & H Construction Company and was for construction of the Lost River Diversion Canal Bridge on the Klamath Falls-Malin Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 29, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
J. F. Putnam

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lost River Diversion Canal Bridge		WEEK ENDING: August 20, 1966
		SECTION PREFIX: 18-1124
HIGHWAY: Klamath Falls-Malin		COUNTY: Klamath
NAME OF JOB: Lost River Diversion Canal Bridge	KIND OF WORK: Structure	
CONTRACTOR: T & K Construction Co.	CONTRACT NUMBER: 6762	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: February 3, 1966	DATE WORK STARTED: March 1, 1966	ESTIMATED COMPLETION DATE: July 1, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 183	CALENDAR DAYS USED: 126
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 69
PROJECT AUTHORIZATION: $ 69,435.00		
EXCLUSIVE OF ENGINEERING: $ 64,497.40	ENGINEERING AUTHORIZATION: $ 4937.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 61,747.21	ENGINEERING COST TO DATE: $ 5567.86	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT [redacted] UNDERRUN: 3 %	PERCENT OF AUTHORIZATION: 113 %	DATE PROJECT WAS COMPLETED: July 1, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2716 A							
PERCENT	100							

	WEATHER	Calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-Warm	0	0	Project Completed
MONDAY	Clear-Warm	0	0	" "
TUESDAY	Clear-Warm	0	0	" "
WEDNESDAY	Clear-Warm A.M. Thunderstorms P.M.	0	0	" "
THURSDAY	Pt. Cloudy-Warm	0	0	" "
FRIDAY	Clear-Warm	0	0	" "
SATURDAY		0	0	" "

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity
MONDAY	One man worked on data for semi-final estimate.
TUESDAY	One man worked part of day on semi-final estimate.
WEDNESDAY	One man worked part of day on data for semi-final estimate.
THURSDAY	Some work done on semi-final estimate today.
FRIDAY	Work on semi-final estimate completed and submitted to Division Engineer.
SATURDAY	

REMARKS

Project completed July 1, 1966.
Semi-final estimate and supporting data for project completed this week and submitted to Division Office.

FINAL REPORT

SIGNED [signature] LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FEB 25 1966

FOR FILING

Dist 1R-1126

Traffic

6762

Salem, Oregon
February 24, 1966

Mr. F. B. Kleboe
Assistant State Highway Engineer

BUILDING

Lost R. Div. Canal

Kfalls - Malin Hwy

The BPR is withholding approval for credit the six State-financed Safety Improvement Projects which were on the January 27, 1966 letting (Request letter attached) as these projects were not on the list of Safety Projects furnished the BPR by Mr. Edwards.

The BPR has forwarded Mr. Edwards' tabulation to Washington for their approval and comments. They have also requested a decision regarding the approval of Safety Projects which are not included on the list.

L. H. Young
Office Engineer

RNC:mb

RECEIVED
FEB 7 - 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. GROOM, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

18-1102
6762

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

February 4, 1966

T and M Construction Company
838 Plymouth Drive N. E.
Salem, Oregon

Gentlemen:

The State Highway Commission on February 3, 1966, awarded to you State Highway Contract No. 6762 for the following project:

Lost River Diversion Canal Bridge on the Klamath Falls-Malin Highway in Klamath County.

This award was based on your bid of $59,520 which was submitted to the Commission on January 27, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
JAN 20 1966
FORM E-30 8064 6-61 86681

FILES

Accent 18-1126
Inspection
Jan 6762

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1966

SUBJECT:

To: F. B. Klaboe
Asst. State Highway Engineer
B u i l d i n g

Transmitted herewith for your use in Safety Improvement Project programming are documentation data for the following projects:

Wiley Road-Prineville Airport, Ochoco Hw., Crook County

Lost River Diversion Canal Bridge, Klamath Falls-Malin Hwy., Klamath County

Chewaucan River (Paisley) Bridge Sec., Fremont Hwy., Lake County

Island City-Conley Section, Wallowa Lake Hwy., Wallowa County

North Unit, Thornberry-Wasco Sec., Sherman Hwy., Sherman County

Minkler Ranch-Harvey Creek Sec., Fremont Hwy., Lake County

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

OBJ/djb
Attachments
cc Tom Edwards

NOTED
TOM EDWARDS

Lost River Diversion Canal Bridge

SAFETY IMPROVEMENT PROJECT

Date January 1966 Highway Klamath Falls-Malin

Route No. FAS 419 Highway No. 50 M.P. 3.8 to M.P. _____

Urban ☐ Rural ☒

Accidents from 1-63 to 11-65 Average Daily Traffic 2600

Total Accidents 0 Persons Injured 0 Persons Killed 0 Accident Rate -

Design Speed - No. Lanes 2 Parking - Type Terrain -

Alignment: Horz. - Vert. - Shoulders -

Type of improvement Replace existing 32' wide structure with new 40' wide structure.

Estimated cost of improvement: $ 89,700

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other _____ (State-City)

FAI ___

Remarks: Narrow roadway structures are potential accident locations. The increase in roadway width and in horizontal clearance provided by this improvement will reduce the accident potential at this location.

RECEIVED
DEC 14 1965
FOR FILING

18-1126
6762

COMMISSIONERS:
HERMAN NELSON, JUDGE, CHAIRMAN, BEAVERTON
EDW. G. HOFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

December 10, 1965

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Ivan D. Merchant

Dear Mr. Cooper:

An examination of the Lost River Diversion Canal Bridge drawings transmitted to us by your letter dated December 1, 1965 indicates Bridge No. 2716A will be located across the canal.

Hence, there is no conflict with the fishery resource and the project is approved.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

NOTED
F. B. KLABOE

cc: Oregon State Game Commission
J. F. Putnam (2)
F. Klaboe
L. H. Young
Frank Hall
F. D. Morgan
J. E. Morelock

RECEIVED
DEC 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 13 1965
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM
4

RECEIVED
DEC 8 - 1965
FOR FILING

Commissioners
Walter C. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Coast
Bridges
Gen

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

December 6, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. I. D. Merchant

Dear Sir:

We have reviewed the plans for Lost River Diversion Canal Bridge (No. 2716A), sent with your letter of December 1, 1965.

These plans are satisfactory to our agency and approval is given for this construction.

We appreciate the opportunity to review these plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc
J. E. Putnam
P. B. Klaboe
L. H. Young
Frank Hall
F. D. Morgan
J. E. Morelock

RECEIVED
DEC 7 1965
STATE H

NOTED
F.B. KLABOE

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OREGON STATE HWY. DEPT.
BRIDGE DIVISION
DEC 7 1965 PM
AM 7,8,9,10,11,12,1,2,3,4,5,6

NOTED
I. D. MERCHANT

19-1118 Chewaucan River (Paisley) Br. 1966
Sec., Fremont Hwy.
#6763

RECEIVED
JAN 26 1967

19 1118

6 163

January 25, 1967

Stash Construction Co., Inc.
P.O. Box 730
Grants Pass, Oregon 97526

Gentlemen:

Thank you for your letter of January 22 informing us that George E. Berry has paid your claim in connection with the Chewaucan River Bridge.

Our records indicate this to be in reference to your claim in the amount of $527.89 for equipment rental, labor, and travel time.

This claim was filed against the George E. Berry Contract No. 6763 for structure and channel change of the Chewaucan River Bridge on the Fremont Highway in Lake County.

This information will be noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Glens Falls Insurance Company
Richard E. Ashton
George E. Berry
Glenn L. Jackson
David B. Simpson

CWH:flm

NOTED ON CARD,

STACH CONSTRUCTION CO., INC.
P.O. Box 730
Grants Pass, Oregon
Janaury 22, 1967

Floyd Query, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Query,

This is to advise you that Mr. George Berry has paid our claim in connection with Contract No. 6763, for the construction and channel change of the Chewaucan River (Paisley) bridge on the Fremont Highway.

We have closed our files on this project and consider this account paid in full.

Very truly yours,
STACH CONSTRUCTION CO., INC.
Barbara A. Stach
Barbara A. Stach, Secretary

Cc please reply
FG

RECEIVED
JAN 24 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 12 1967
17-1118
FOR FILING
6762
FILED
JAN 12 1967
TOM McCALL

RECEIVED
JAN 10 .. 36 AM '67
TOM McCALL
SECRETARY OF STATE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Claim File—
No. 4-269

January 6, 1967

Stach Construction Co., Inc.
P.O. Box 730
Grants Pass, Oregon

NOTED ON CARD
1-[illegible]

Gentlemen:

This is in reply to your claim letter of January 4 addressed to the Glens Falls Insurance Company stating that George E. Berry owes you $527.89 for equipment rental, labor, and travel time.

From the description given in your letter, this appears to be in connection with the George E. Berry Contract No. 6762 for construction and channel change of the Chewaucan River (Paisley) Bridge on the Fremont Highway in Lake County.

The surety on this contract is the Glens Falls Insurance Company through Richard E. Ashton, P.O. Box 2146, Portland. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please inform this office when your claim has been paid.

Very truly yours,

SIGNAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Glens Falls Insurance Company
Richard E. Ashton
George E. Berry

Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
JAN 1 [illegible]
OREGON
STATE HIGHWAY COMMISSION

Stach Construction Co., Inc.
P. O. BOX 730
GRANTS PASS, OREGON

January 4, 1967

Glens Falls Insurance Company
P.O. Box 14040
Portland, Oregon 97214

RE: Oregon State Highway Dept.
Contract No. 6763, Chewaucan
River Bridge

Dear Sir:

Last spring we performed some crane work for your George Berry bonding account, which we have not received full payment for. We have contacted him numerous times, but to no avail. The work was on the above described project and the items not paid for are as follows:

11 hours crane rent @ 28.00 (Move Out)	-------	308.00
10 hours semi-truck rent @ 12.50	----------	125.00
travel for operator and oiler	----------	12.00
		$ 445.00

June 1	4 hrs travel oiler & operator	6.00
	2 hrs travel pilebuck	2.00
June 2	4 hrs travel oiler & operator	6.00
June 3	2 hrs travel " "	3.00
	2 hrs travel pilebuck	2.00
June 8	1 day oiler & operator travel	12.00
June 9	1 day oiler & operator travel	12.00
June 10	1 day oiler & operator travel	12.00
June 13	travel time pilebuck	1.50
	travel time operator	1.88
June 14	travel time pilebuck	1.50
	travel time operator	1.13
June 15	travel time pilebuck	.50
	travel time operator	.38
June 16	travel time operator	6.00
	travel time pilebuck	3.00
June 22	travel time one man	6.00
June 23	travel time one man	6.00
		$ 82.89

Glens Falls Insurance Company

The total amount due us on this contract is $527.89. If there are any further questions concerning the claim, please feel free to contact us.

Your favorable consideration, and prompt response will be greatly appreciated.

Very truly yours,

STACH CONSTRUCTION CO., INC.

Barbara A. Stach

Barbara A. Stach, Secretary

c.c. Oregon State Highway Dept.
Floyd Query

c.c. George E. Berry
P.O. Box 311
Beaverton, Oregon

RECEIVED
JAN - 5 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 6 - 1966
FOR FILING
19-1118
6763

October 5, 1966

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6763 awarded to George E. Berry for construction of the Chewaucan River Bridge in the City of Paisley on the Fremont Highway in Lake County was completed on August 19, 1966, and accepted by the Highway Commission on October 5, 1966.

Final payment in the amount of $4,401.62 will be released to the contractor after October 12, 1966. The total contract amount is $146,720.83 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. A. Head, Assistant Secretary

cc: Mr. George E. Berry
P. O. Box 311
Beaverton, Oregon

Mr. Richard E. Asuton
P. O. Box 2146
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 5 - 1966
FOR FILING
19-1118
6763

October 5, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 19, 1966, on Contract No. 6763. The contract was with George E. Berry and was for construction of the Paisley Bridge and channel change on the Chewaucan River (Paisley) Bridge Section of the Fremont Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective this date.

This matter will be on the agenda for the October 6 meeting for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
J. F. Putnam

bg fn

FORM C-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Chewaucan River (Paisley) Bridge (No. 572A)		WEEK ENDING: September 3, 1966
		SECTION PREFIX: 19-1118
HIGHWAY: Fremont		COUNTY: Lake
NAME OF JOB: Chewaucan River (Paisley) Bridge	KIND OF WORK: Structure & Channel Change	
CONTRACTOR: George E. Berry	CONTRACT NUMBER: 6763	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: February 3, 1966	DATE WORK STARTED: April 12, 1966	ESTIMATED COMPLETION DATE: August 19, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 178
	SPECIFIED COMPLETION DATE: August 22, 1966	PERCENT OF TIME ELAPSED: 99
PROJECT AUTHORIZATION: $167,528.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $155,615.13	ENGINEERING AUTHORIZATION $11,913.92	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $154,653.11	ENGINEERING COST TO DATE $11,370.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN/UNDERRUN 0.62 %	PERCENT OF AUTHORIZATION 95 %	DATE PROJECT WAS COMPLETED: August 19, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.1				0.1
MILES PARTIALLY COMPLETED					
MILES COMPLETED					SFO
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14,100 CY				
TOTAL QUANTITIES CORRECTED TO DATE	13,233 CY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	13,233 CY				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	572A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days Charged CAUSE OF DELAY
SUNDAY	Partly cloudy Mild			
MONDAY	Rain in A.M. Clearing-wind P.M.			
TUESDAY	Partly overcast cool A.M. Clearing-mild P.M.			
WEDNESDAY	Cold wind A.M. Clearing-mild P.M.			
THURSDAY	Clear - warm			
FRIDAY	" "			BEN GIFFORD
SATURDAY	" "			

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity on project.
MONDAY	" "
TUESDAY	" "
WEDNESDAY	" "
THURSDAY	" "
FRIDAY	" "
SATURDAY	" "

REMARKS

The semi final estimate will be submitted upon receipt of the final calculations from Salem.

cc: Bridge Dept. (2)
Division (1)
File (1)

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
SEP 6 1966
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

SIGNED E. J. Dunn LOCATION Lakeview

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FEB 25 1966
FOR FILING
Unit 17-1118
Traffic
6163

Salem, Oregon
February 24, 1966

Mr. F. B. Kleboe
Assistant State Highway Engineer

B U I L D I N G

Chewaucan & (Paisley) Br. No. —
Fremont Hwy

The BPR is withholding approval for credit the six State-financed Safety Improvement Projects which were on the January 27, 1966 letting (Request letter attached) as these projects were not on the list of Safety Projects furnished the BPR by Mr. Edwards.

The BPR has forwarded Mr. Edwards' tabulation to Washington for their approval and comments. They have also requested a decision regarding the approval of Safety Projects which are not included on the list.

L. H. Young
Office Engineer

RNC:mb

...ewaucan River (Paisley) Bridge ...c.

SAFETY IMPROVEMENT PROJECT

Date January 1966 Highway Fremont

Route No. FAP 16 Highway No. 19 M.P. 98.2 to M.P. _____

Urban ☐ Rural ☒

Accidents from 1-63 to 11-65 Average Daily Traffic 430

Total Accidents 0 Persons Injured 0 Persons Killed 0 Accident Rate -

Design Speed - No. Lanes 2 Parking - Type Terrain -

Alignment: Horz. - Vert. - Shoulders -

Type of improvement Replace existing 19.4' wide structure with new 32' wide structure with 5' ped. footpath

Estimated cost of improvement: $ 205,200

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other _____ (State-City)

FAI ___

Remarks: Narrow roadway structures are potential accident locations. The increase in roadway width and in horizontal clearance will reduce the accident potential at this location. Likewise, the addition of a footpath will reduce the hazard on this structure.

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FEB 7 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH MacNICHOLS, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6763

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

February 4, 1966

Mr. George E. Berry
P. O. Box 311
Beaverton, Oregon

Dear Mr. Berry:

The State Highway Commission on February 3, 1966, awarded to you State Highway Contract No. 6763 for the following project:

Chewaucan River (Paisley) Bridge Section of the Fremont Highway at Paisley in Lake County.

This award was based on your bid of $146,414 which was submitted to the Commission on January 27, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[redacted]

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
DEC 10 1965

19 1118
6762
ER 153 (3)

December 10, 1965

Oregon State Highway Commission

Gentlemen:

During the winter floods of 1964-65, the bridge at Paisley over the Chewaucan River on the Fremont Highway proved inadequate. This bridge was constructed in 1921, has a horizontal roadway clearance of 19 feet 4 inches, and is approximately 100 feet in length.

Long negotiations have been carried on with the Bureau of Public Roads in an effort to secure an Emergency Relief appropriation to lengthen the structure. This has been unsuccessful. Because this bridge is narrow and dangerous, it is my recommendation that you approve adding the reconstruction of the structure to the present State Construction Program. You have previously approved $90,000 toward the project and because Emergency Relief funds are not forthcoming, an additional $210,000 will be required.

The matter will be on the agenda for the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. M. Young
C. M. Maison
J. F. Putnam

TE:jwa/RLP:ms bg

RECEIVED
DEC 15 1965

19-1618

6763

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

TOM EDWARDS

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 1, 1965

In reply refer to: 08-35.EC /710.16

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Emergency Program - Flood of December 1964 & January 1965

Our Washington office has reviewed and approved the below listed projects on the subject program, effective as noted, and with the below shown exceptions:

Item	Project	Location	Approved
190	ER-157(4)	FAS-C Rtes. Union Co.	November 29, 1965
218	ER-153(3)	Paisley Bridge Sec.	Deferred
221	ER-148(3)	Wiley Creek Bridge	November 29, 1965
225	ER-222(1)	Oakland-Shady Sec.	November 29, 1965

Item 190, ER-157(4) (revised 10-5-65) is approved with no stipulations.

Item 218, ER-153(3) Paisley Bridge Section has been deferred again by our Washington office. Their remarks, in part, are as follows:

> "Project ER-153(3), Paisley Bridge, was deferred in our August 18 memorandum which outlined the work eligible for participation with emergency funds. The washed out approaches have probably been replaced as a temporary measure to restore traffic. The bridge itself sustained only minor damage (the loss of a portion of railing). It is apparent that the State wishes to replace the bridge because of its inadequate width. Lengthening the bridge appears to be unnecessary as the existing bridge has a waterway opening adequate for normal storms and the cost of repairs to the approaches damaged by unusual storms does not economically justify additional spans. Consequently, we are denying emergency fund participation in the construction of a new bridge. We will give favorable consideration to a revised program for the work which has been previously stated to be eligible."

This reference to eligibility was covered in our August 26, 1965 memorandum to you.

Item 221, ER-148(3), Wiley Creek Bridge is approved with the understanding that you pursue removal of privately owned dam loca[illegible]

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
TOM EDWARDS

downstream from the bridge to the reasonable extent provided for by law. The penultimate paragraph of Mr. Irvin's June 28 Interdepartmental correspondence addressed to G. W. Wimer seems to indicate this removal could be accomplished. This action should be documented in our files prior to our acceptance of this work.

We are accepting this same paragraph as establishing that you have exhausted normal means of determining if the dam owner is obligated for debris removal within the highway right of way.

We hereby confirm, in writing, our November 30 tentative preliminary approval to negotiate this work with the contractor now engaged in debris removal in the adjacent areas outside the right of way as being in the public interest. This finding was requested in Mr. Young's November 12 letter supplying the Fish Commission's acceptance letter of Inland Pacific Company as the contractor.

Item 225, ER-222(1), Oakland-Shady is approved and the Washington office waived the requirements of the 60 day submission of temporary work programing under paragraph 5a(3) of PPM 23-1.

These projects shall be governed by PPM 23-1.

Our field review of these projects is nearly complete and the additional determinations of eligibility of the remaining work will be made prior to our P. S. & E. authorization in accordance with paragraph 10a of PPM 23-1.

Total Federal Emergency Funds approved to date for this catastrophe are $10,044,369.55 of 63% funds and $18,042,246.65 of 100% funds for a grand total of $28,086,616.20.

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DEC 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 18 1965
FOR FILING

FORM E-30X—60M—1-65 SP°19102-734

17-1118

6763

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1965

SUBJECT: Right of Way Status Supplemental
December 10 Bid Opening

To: Mr. L. H. Young
Office Engineer

OFFICE ENGINEERING

All right of way or rights of entry have been acquired for the following project:

Chewaucan River Bridge Section: Grade, Pave and Structure

No relocation advisory assistance is required and we know of no reason that the contractor may not proceed on the date of bid opening to the full use and occupancy of the right of way.

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:JP
cc: F. B. Klaboe
G. E. Rohde
C. H. Maison
M. R. Mitchell

RECEIVED
NOV 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 18 1965

Form CD-121
(11-63)
(Prev. ed.
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

11-111 R

6763

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 16, 1965

In reply refer to: 08-35.EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-153(3)
Chewaucan Bridge at Paisley

As requested, returned herewith are the photos which were attached to Mr. Edwards' August 19, 1965 letter on the above subject.

Attachments

Returned to Doug Photos + Copy 11-18-65

NOTED
TOM EDWARDS

RECEIVED
NOV 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 17 1965
FOR FILING
19-1118
-765

November 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Project ER-153(3)
Paisley Bridge Section

Dear Sir:

We are resubmitting, in response to your letter of August 26, 1965, subject: "Oregon Emergency Program", revised PR-1 forms for Project ER-153(3), Paisley Bridge Section.

The PR-1 form has been revised to include only the portion of the work as set forth in Mr. Edward's letter of October 29, 1965, Subject as above. The participating cost is as set forth in letter with an estimated 10% engineering cost added.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

Revised 11/12/65

FEDERAL-AID P (PPM Z

CARD 2	REPORT NUMBER (18)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		ADT	PRESENT	FUTURE (66)–(70)	YEAR (71)
	1	SR 31 Paisley Bridge Section (MP 98.23)			500	1,000	8
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH (74)
	One Concrete Bridge						64-1	
CARD 4	CLASS OF FEDERAL FUNDS: Emergency Relief						COUNTY NAME	
	NAME OF URBAN AREA 17-31						ROUTE NO. P	FEDERAL-AID 16

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT CO TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(7
5					PE		SR 31 Paisley Bridge Section (MP 98.23)			
5					ROW					
5					CONST (CODE)			0.04	82,200	52,155
							PROJECT TOTALS	0.04	82,200	52,155

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1/12/65

.23)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65		500 (66)	1,000 (70)	85 (71) (72)	08	Oregon (2) (3)	35	094 096 (4) (9)	218 (14) (18)

	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
(68)	(69)	(70)	(71)	64-1 (72) (73)	(74) (75)	ER- 14 23	153(3) 7 13		(24) (26)	27

COUNTY NAME: Lake — CODE: 037 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 16 (32) — STATE: 19 (36) (37) — U.S.: (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
					One concrete bridge, length 214' including channel change and riprap. (To be done by regular contract) ROW-80' Normal; Access Control-None; Parking Restrictions-None.
0.04	82,200	52,155	30,045		
0.04	82,200	52,155	30,045		

(16) (23) (24) (33)

REMARKS

This work occasioned by the December, 1964, floods.

USCOMM DUSCOMM-DC 48905-P61

PAISLEY BRIDGE SECTION

PROJECT NO. ER-153(3)

Existing Facility

The existing roadway is a 20' bituminous surface with 2' shoulders. One RCDG bridge (1-30', 1-40' & 1-30' spans), HC 19'4" constructed in 1921.

Project Data

During the December, 1964 flood the road approaches to the Paisley Bridge (MP 98.23) were destroyed, approx. 150' at north end and 50' at south end. The structure itself sustained only the loss of a portion of the handrail on the upstream side. The indications are the restricted waterway of the structure was insufficient to handle the flow and caused the washout of the approaches.

To prevent similar damage by future floods it is proposed to replace the existing 100' structure with a 214' structure including riprap, channel change and road approaches. The work will be to present standards.

The proposed work consists of channel change excavation, riprap and one prestressed beam concrete bridge (214') over-all width 44'.

The estimated cost of the project is as follows:

Channel change and riprap	$36,200
Structure (66/214 or approx. 31% of $150,500)	46,000
Total Estimated	$82,200

Remarks

The particip

(a) General
accommodate a
to be 7,916 c

(b) Loose ri
$5 per yard,

(c) Sixty-si
2,904 square
square foot, t

The total of
$74,740.34 to
accrue should
accounting:

1. The excav
base figure a
arrive at a t

2. The State
bridge the it
total of 2,40
$12,045, will

3. The cost
mined excludi
old structure
square feet f
responsibilit

SLEY BRIDGE SECTION

OJECT NO. ER-153(3)

Remarks

The participating cost is based on the following:

(a) General excavation necessary to widen the channel to accommodate a 160-foot bridge. This is currently estimated to be 7,916 cubic yards at $2.65 per yard, or $20,977.74.

(b) Loose riprap currently estimated at 2,409 cubic yards at $5 per yard, or $12,045.

(c) Sixty-six lineal feet of new bridge 44 feet in width, or 2,904 square feet, and at an estimated cost of $14.40 per square foot, this would approximate $41,717.60.

The total of Items (a), (b), and (c) above, will approximate $74,740.34 to which any engineering and contingency fees which accrue should be added. We propose the following method of accounting:

1. The excavation item of 7,916 cubic yards will be used as a base figure and the bid price of the low bidder applied to arrive at a total.

2. The State will not include in its contract for the 214-foot bridge the item of loose riprap and it will be agreed that the total of 2,409 cubic yards estimated at $5 per cubic yard, or $12,045, will be the responsibility of the Bureau.

3. The cost per square foot of the new bridge will be determined excluding from the cost the amount paid for removal of the old structure and the cost per square foot applied to the 2,904 square feet for which we are asking the Bureau to accept responsibility.

DATE STAMPED
NOV 1 = 1965
FOR FILING

19-1118

6763

October 29, 1965

3839

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.3-EC

Dear Sir:

In response to your letter of August 26, further extensive study has been carried on concerning the problem of flooding and inadequacy of the Chewaucan River (Paisley) Bridge.

An investigation of the stream characteristics is included in a report prepared by the preliminary studies engineer. The maximum velocity that the stream can deliver is about 8.5 fps. The report further states that the channel widens out near the bridge and the gradient is reduced. It is estimated that the velocity at the bridge site will be about 4 to 5 fps. during heavy runoff.

It is estimated that the fifty-year frequency stream runoff will produce about 3,800 cfs. This would require a useable waterway of 950 square feet. The average depth of stream carrying a fifty-year runoff is estimated to be 8 feet at the bridge site. From this information a channel with bottom width of 119 feet will be required. Minimum length of structure would be 166 feet.

The filling of the channel due to the deposit of large gravels carried by the higher upstream velocity coupled with a desire to avoid the experience of the December, 1964 flood has prompted us to propose a 214-foot structure which we believe will take care of any anticipated condition.

We request participation under the Oregon Emergency Program, Flood of December, 1964 and January, 1965, on the following basis:

1. The State will construct a bridge 214 feet in length at this site. A part of this program will include the removal and replacement of the existing narrow 100-foot long structure.

2. Participation on an "in lieu" basis will be requested as follows:

(a) General excavation necessary to widen the channel to accommodate a 160-foot bridge. This is currently estimated to be 7,916 cubic yards at $2.65 per yard, or $20,977.74.

(b) Loose riprap currently estimated at 2,409 cubic yards at $5 per yard, or $12,045.

(c) Sixty-six lineal feet of new bridge 44 feet in width, or 2,904 square feet, and at an estimated cost of $14.40 per square foot this would approximate $41,717.60.

The total of Items (a), (b), and (c) above will approximate $74,740.34 to which any engineering and contingency fees which accrue should be added. We propose the following method of accounting:

1. The excavation item of 7,916 cubic yards will be used as a base figure and the bid price of the low bidder applied to arrive at a total.

2. The State will not include in its contract for the 214-foot bridge the item of loose riprap and it will be agreed that the total of 2,409 cubic yards estimated at $5 per cubic yard, or $12,045, will be the responsibility of the Bureau.

3. The cost per square foot of the new bridge will be determined excluding from the cost the amount paid for removal of the old structure and the cost per square foot applied to the 2,904 square feet for which we are asking the Bureau to accept responsibility.

4. An engineering and contingency fee in the amount actually accrued on the project when completed will be applied to the foregoing three items to determine the Bureau's total "in lieu" participation in this project.

We attach the following data for your information:

1. A copy of flow records of this stream.

2. A set of plans of the proposed new structure.

3. Earthwork computations.

4. Riprap computations.

5. An estimate of cost of the proposed structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

(Signed and delivered by L. H. Young 11-1-65)

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
E. S. Hunter
Ivan Merchant

AAR:jf/TE:jwa

RECEIVED
SEP 7 1965

FOR FILING
19-1118
6763

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1965

SUBJECT: Chewaucan River Bridge, Paisley Fremont Highway

To:

Mr. Tom Edwards
Assistant State Highway Engineer

Building

As I advised you earlier, the Preliminary Studies Engineer was pursuing the Chewaucan River hydraulics study in an attempt to further justify the proposed bridge design.

I attach for your use a copy of his report concerning the river in its entirety upstream from the structure site.

Mr. Barnes summarizes his report with the statement that the proposed structure can be considered a design for adoption.

E. S. Hunter
Maintenance Engineer

ESH:je

Enclosure

cc: J. F. Putnam
Fred L. Barnes

RECEIVED
SEP 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Memorandum copy sent 9-3-65

NOTED
TOM EDWARDS

FORM E-90 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 31, 1965

To:
MEMO TO THE FILES

SUBJECT: Chewaucan River Bridge
Paisley
Fremont Highway

A field investigation was made to ascertain any corrective measures to be taken with regard to the December-January flood problems associated with the Chewaucan crossing at Paisley. A brief discussion of the crossing, with conclusions and recommendation, follows:

Having investigated the river in its entirety upstream from the structure, I found the river channel to be comprised mostly of loose gravel, the debris problem is emphasized by the amount of trees which line the stream banks beginning 1± mile upstream from the bridge and continuing upstream for most of its length, these trees for the most part have the same gravel base under them, and with a flood of any significance, can be very easily dislodged. The river has a gradient capable of establishing a velocity of 8.5 f.p.s. with only normal runoff involved.

Due to the topography of the canyon which encompasses it, the width is restricted to an average of 15± feet. When the stream gets to within one-half mile of the structure, it widens steadily to 75 feet plus or minus through the structure continuing downstream with this same average for 1,200 feet plus or minus. Within this immediate vicinity, the gravel has a tendency to deposit in large amounts due to the previous annual runoffs. When the December-January flood did appear, this continuous buildup of gravel was a primary factor in rendering the existing structure inadequate. With respect to maintenance, it would be a very arduous task to maintain sufficient waterway under the existing structure in the event of any flood discharge.

The present structure was originally designed with a usable waterway of 800± square feet, which would pass 2,400± c.f.s. without head. Because of the gravel buildup in the vicinity of the structure, it is possible that just prior to the December-January flood the usable area under the structure was reduced by one-third its total area.

The proposed structure will have a usable waterway of 2,000± square feet, which will pass 6,000± c.f.s. without head, and should be capable of withstanding velocities in excess of 12 to 14 f.p.s. with these velocities involved, the structure could pass 8,000 c.f.s without undue concern.

A frequency curve has been developed through 15 years compilation of surface water records. From this data, an assumed 50 year return frequency of 3,800 c.f.s. was selected. The proposed structure is designed in excess of this frequency, but consideration should be given to the fact that the peak discharge in December 23, 1964 was 6,490 c.f.s. at Paisley, which is capable of producing the aforementioned velocities above, also considering the adverse circumstances which will continue to prevail with the gravel buildup. In view of these findings, the proposed structure can be considered a design for adoption.

W. H. Tebeau
Preliminary Studies Engineer

By Fred L Barnes

Fred L. Barnes

FLB:fp

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AUG 19 1965
FOR FILING

19-1118

6763

EA 153(A)

3X39

August 19, 1965

Mr. Ted Dec
Assistant Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Your File: 08-35.EC

Dear Sir:

Attached please find the data concerning discharge of the Chewaucan River, as requested in your letter of August 5.

We again call your attention to the attached photos and the damage which occurred in 1955 when the discharge was 3,260 feet per second and in 1957 when the discharge was apparently 2,320 cubic feet per second. Admittedly, as stated previously, the 1964 flood of 6,490 cubic feet per second should not reasonably be expected to again occur for some time. However, due to the violent nature of the floods in this stream and its susceptability to deposit of gravel bars and debris which tend to lock part of the stream and cause channel changes, we believe it in the public interest to extend the bridge as indicated in the plans previously submitted.

We would again ask that you return the photos submitted with this report.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments

By by FBK

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Klaboe
L. H. Young
E. S. Hunter

TE:jwa

MCE BNB 143 8-18-65 4 03 PM

EXEX E S HUNTER

RE PAISLEY BRIDGE---

MAY MEMORY WAS VERY SHORT. HEAVIEST FLOW WAS 2-1-63 OF XXXXXXXX
3100 C.F.S. SORRY.

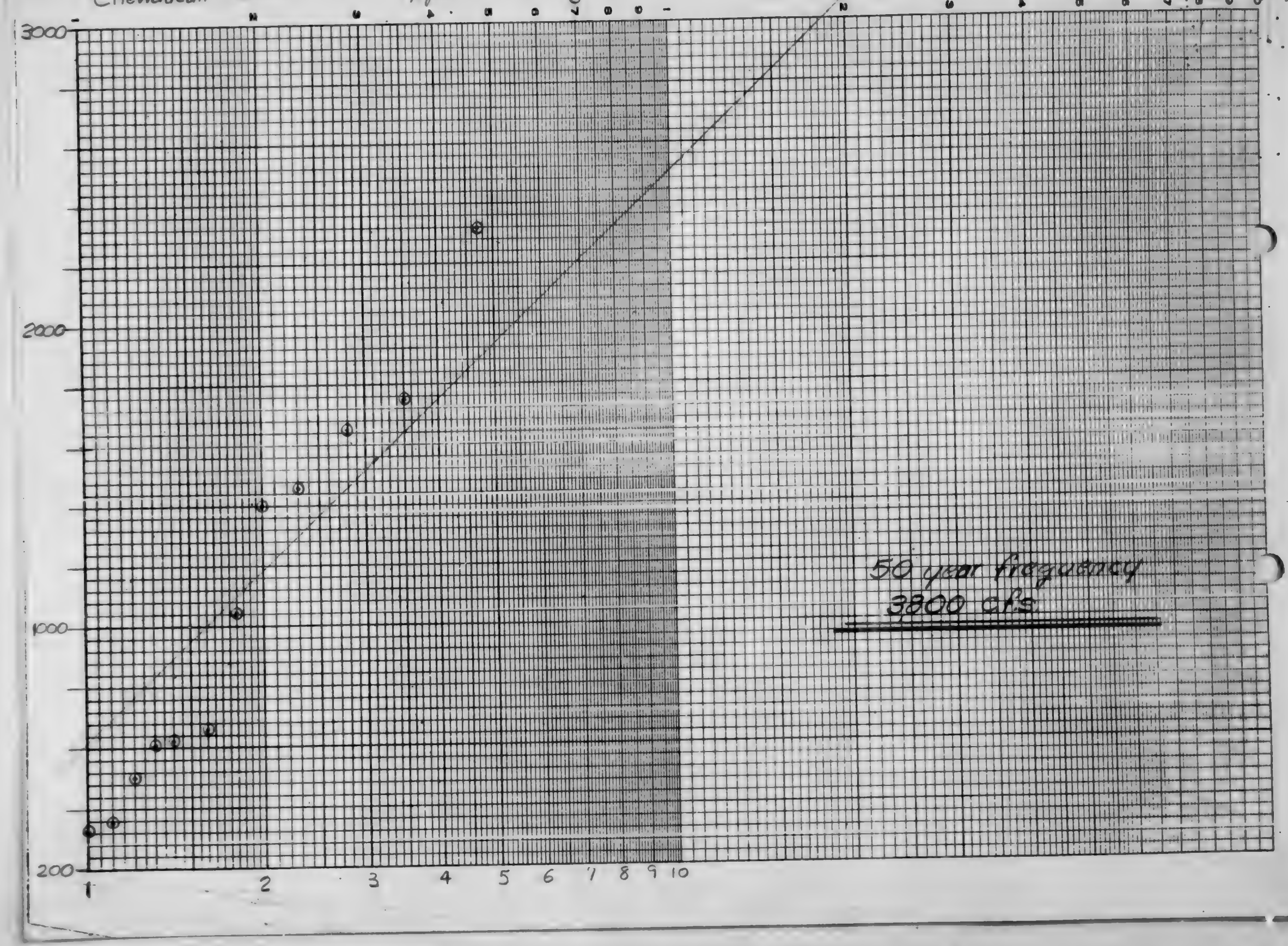
6190 Dec. 23, 6H
XXXXXXXXXXX J F PUTNAM

FT--.

Frequency Curve
of annual floods for
Chewaucan River

SEMI-LOGARITHMIC
2 CYCLES X 10 DIVISIONS PER INCH

8/11/65
T.H.B.



50 year frequency
3800 c.f.s.

Part 10 ... Compilation 1950 to Sept. 1960

3840. Chewaucan River near Paisley, Oreg.

Location.--Lat 42°42', long 120°35', in SW¼NW¼ sec.26, T.33 S., R.18 E., on left bank 1½ miles downstream from Mill Creek and 1½ miles southwest of Paisley.

Drainage area.--275 sq mi.

Records available.--April 1912 to September 1921, May 1924 to September 1960. Published as "above Conn ditch, near Paisley" April to September 1912 and May 1924 to September 1955, as "above Mill Creek, near Paisley" October 1912 to December 1913, and as "at Chewaucan Land & Cattle Co. gage, near Paisley" January to September 1914.

Gage.--Water-stage recorder. Datum of gage is 4,430 ft above mean sea level (river-profile survey). Prior to July 14, 1912, reference point at site 1½ miles upstream at different datum. Nov. 6, 1912, to Jan. 19, 1914, staff gage and Jan. 20, 1914, to Sept. 30, 1921, water-stage recorder, at various sites within half a mile upstream from Mill Creek at various datums. May 1, 1924, to Jan. 26, 1956, water-stage recorder at sites about 1½ miles upstream at different datums. Jan. 27 to Oct. 6, 1956, staff gage at sites about 1 mile downstream at different datums.

Average discharge.--45 years (1912-21, 1924-60), 135 cfs (97,740 acre-ft per year).

Extremes.--1912-21, 1924-60: Maximum discharge, 3,260 cfs Dec. 22, 1955 (gage height, 5.45 ft, from floodmarks, present site and datum), from rating curve extended above 1,300 cfs on basis of slope-area measurement of peak flow; no flow for part of each day Dec. 7, 1927, Dec. 12, 1932, result of freezeup.

Maximum discharge known, 4,000 cfs Nov. 23, 1909, from records at site 1 mile downstream, below Conn ditch, where records are equivalent at high flows.

Remarks.--No regulation. Diversions for irrigation of about 2,500 acres above station.

Monthly and yearly mean discharge, in cubic feet per second

Water year	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	The year
1951	52.3	86.1	188	85.9	209	208	697	569	200	49.2	31.6	31.3	200
1952	46.5	50.1	85.9	60.1	107	158	771	1,136	582	149	56.6	45.4	271
1953	41.0	39.5	59.0	190	184	142	382	669	672	168	58.8	43.9	218
1954	46.4	69.4	63.9	85.6	130	269	664	726	229	72.3	43.0	41.6	201
1955	43.6	48.5	48.1	43.4	46.6	62.5	88.9	221	148	45.7	21.5	28.5	70.6
1956	33.9	54.9	464	366	141	290	828	1,120	577	150	54.7	42.4	344
1957	63.4	65.3	91.6	37.8	185	295	350	665	276	60.9	37.0	37.9	180
1958	63.8	69.8	72.8	90.4	317	169	451	1,057	335	89.7	80.0	43.8	234
1959	45.5	53.1	60.7	71.2	54.2	87.4	215	194	87.8	30.6	27.5	34.5	80.2
1960	39.3	36.2	35.0	45.6	65.0	155	236	319	187	33.6	21.3	20.1	99.4

Monthly and yearly discharge, in acre-feet

Water year	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	The year
1951	3,220	5,120	11,590	5,280	11,630	12,780	41,480	35,000	11,910	3,020	1,940	1,860	144,800
1952	2,860	2,980	5,280	3,700	6,160	9,690	45,860	69,830	34,650	9,190	3,480	2,700	196,400
1953	2,520	2,350	3,630	11,680	8,570	8,730	22,710	41,120	39,980	10,360	3,610	2,610	157,800
1954	2,850	4,130	3,930	3,420	7,200	16,520	39,530	44,620	13,620	4,450	2,650	2,470	145,400
1955	2,680	2,890	2,960	2,670	2,590	3,840	5,290	13,570	8,760	2,810	1,320	1,700	51,100
1956	2,080	3,270	28,530	22,520	8,090	17,800	49,300	68,920	34,360	9,200	3,370	2,520	250,000
1957	3,900	3,890	5,630	2,330	10,270	18,120	20,830	40,870	16,410	3,740	2,280	2,260	130,500
1958	3,920	4,150	4,480	5,560	17,620	10,410	26,840	64,980	19,940	5,510	3,070	2,600	169,100
1959	2,800	3,160	3,730	4,380	3,010	5,370	12,810	11,940	5,210	1,880	1,690	2,050	58,030
1960	2,410	2,160	2,150	2,810	3,740	9,510	14,060	19,600	11,150	2,060	1,310	1,190	72,150

Yearly discharge, in cubic feet per second

Year	WSP	Water year ending Sept. 30					Calendar year	
		Momentary maximum		Minimum day	Mean	Acre-feet	Mean	Acre-feet
		Discharge	Date					
1950	-	-	-	-	-	-	154	111,400
1951	1214	1,040	Apr. 18, 1951	28	200	144,800	188	136,000
1952	1244	1,650	May 20, 1952	32	271	196,400	267	193,800
1953	1284	1,400	May 20, 1953	25	218	157,800	221	160,300
1954	1344	1,460	Mar. 9, 1954	35	201	145,400	198	14,300
1955	1394	374	May 21, 1955	19	70.6	51,100	106	76,450
1956	1444	3,260	Dec. 22, 1955	28	344	250,000	316	229,500
1957	1514	1,750	Feb. 26, 1957	30	180	130,500	179	129,700
1958	1564	2,320	May 12, 1958	39	234	169,100	230	166,200
1959	1634	336	Apr. 6, 1959	21	80.2	58,030	76.1	55,060
1960	1714	510	May 12, 1960	13	99.4	72,150	-	-

3860. Ana River ...

Location.--Lat 43°00', long 120°45', in SE... downstream from diversion dam and 2 mi...

Records available.--October 1929 to Septe... April 1931 to July 1938, and April 1940 ... for Summer Lake Canal only); June 1951 ... discharge only, published in WSP 1314.

Gage.--Water-stage recorder. Altitude of ... sion dam). Oct. 1, 1929, to Sept. 30, ... datum.

Average discharge.--12 years (1930-32, 19... year), adjusted for diversion.

Extremes.--1929-39, 1951-60: Maximum disc... 3.87 ft), no flow in canal; minimum da...

Remarks.--All records presented herein in... 300 ft above station for irrigation of ... lated by gates at diversion dam. Sourc... of a mile above station, which are floo...

Revisions.--Revised records (river only) ... in WSP 1314, are given herewith:

Month	...
Water year ...	...
Calendar year ...	...

Correction.--In WSP 1314, the headings for ... Canal (published separately) are listed ...

Monthly and yearly mean dis...

Water year	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
1951	-	-	-	-	-	-
1952	97.6	95.0	95.6	91.9	95.5	96.9
1953	87.0	92.7	89.1	89.1	92.5	89.6
1954	91.5	89.9	90.5	95.0	95.8	95.5
1955	81.9	84.3	90.4	88.4	92.6	94.5
1956	96.0	95.7	95.2	99.7	98.8	97.5
1957	92.5	91.0	91.5	92.3	88.3	93.7
1958	99.1	93.8	99.9	103	107	105
1959	99.2	103	102	102	102	102
1960	98.3	96.2	99.2	98.5	98.7	95.4

Monthly and yearly ...

Water year	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
1951	-	-	-	-	-	-
1952	6,000	5,650	5,760	5,650	5,490	5,960
1953	5,350	5,520	5,480	5,480	5,140	5,510
1954	5,620	5,350	5,560	5,840	5,320	5,870
1955	5,040	5,010	5,560	5,440	5,140	5,810
1956	5,900	5,690	5,860	6,130	5,680	6,000
1957	5,690	5,410	5,630	5,670	4,900	5,760
1958	6,100	5,580	6,140	6,360	5,930	6,460
1959	6,100	6,150	6,270	6,260	5,660	6,260
1960	6,040	5,730	6,100	6,060	5,680	5,860

Yearly discharge, ...

Year	WSP	Water year ending ...		Mini... de...
		Momentary maximum		
		Discharge	Date	
1950				
1951	1214	-	-	
1952	1244	112	Oct. 5, 1951	
1953	1284	145	Aug. 9, 1953	
1954	1344	101	Oct. 3, 1953	
1955	1394	110	Sept. 29, 1955	
1956	1444	124	Oct. 16, 1955	
1957	1514	102	Oct. 5, 6, 1956	
1958	1564	118	(a)	
1959	1634	137	Aug. 20, 1959	
1960	1714	105	Oct. 1, 2, 8, 1959	

a Dec. 7, 1957, Mar. 21, 22, 1958.

1961

10-3840. Chewaucan River near Paisley, Oreg.

Location.--Lat 42°42', long 120°35', in SW¼NW¼ sec.26, T.33 S., R.18 E., on left bank 1.2 miles (revised) downstream from Mill Creek and 1.4 miles (revised) southwest of Paisley.

Drainage area.--275 sq mi.

Records available.--April 1912 to September 1921, May 1924 to September 1961. Published as "above Conn ditch, near Paisley" April to September 1912 and May 1924 to September 1955, as "above Mill Creek, near Paisley" October 1912 to December 1913, and as "at Chewaucan Land & Cattle Co.'s gage, near Paisley" January to September 1914.

Gage.--Water-stage recorder. Datum of gage is 4,430 ft above mean sea level (river-profile survey). Prior to July 14, 1912, reference point at site 1¼ miles upstream at different datum. Nov. 6, 1912, to Jan. 19, 1914, staff gage and Jan. 20, 1914, to Sept. 30, 1921, water-stage recorder, at various sites within half a mile upstream from Mill Creek at various datums. May 1, 1924, to Jan. 26, 1956, water-stage recorder at sites about 1¼ miles upstream at different datums. Jan. 27 to Oct. 6, 1956, staff gage at sites about 1 mile downstream at different datums.

Average discharge.--46 years, 134 cfs (97,010 acre-ft per year).

Extremes.--Maximum discharge during year, 626 cfs June 2 (gage height, 3.96 ft); minimum, 8 cfs sometime during period Nov. 28 to Dec. 11, result of freezeup.

1912-21, 1924-61: Maximum discharge, 3,260 cfs Dec. 22, 1955 (gage height, 5.45 ft, from floodmarks, present site and datum), from rating curve extended above 1,300 cfs on basis of slope-area measurement of peak flow; no flow part of each day Dec. 7, 1927, Dec. 12, 1932, result of freezeup.

Maximum discharge known, 4,000 cfs Nov. 23, 1909, from records at site 1 mile downstream, below Conn ditch, where records are equivalent at high flow.

Remarks.--Records good except those for periods of ice effect or no gage-height record, which are poor. No regulation. Diversions for irrigation of about 2,500 acres above station.

Rating table, except for periods of ice effect (gage height, in feet, and discharge, in cubic feet per second)
(Shifting-control method used Oct. 13 to Nov. 18)

1.9	18	3.0	225
2.0	29	3.5	400
2.2	52	4.0	650
2.5	105		

Discharge, in cubic feet per second, water year October 1960 to September 1961

Day	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.
1	28	33	50	32	*70	48	128	258	346	55	27	29
2	28	32	52	30	80	55	172	237	515	51	27	28
3	28	34	55	35	90	41	218	237	440	46	27	29
4	29	27	50	40	67	51	249	231	409	45	26	28
5	30	34	40	50	61	51	208	210	400	44	27	28
6	34	42	35	48	62	45	195	215	364	42	34	27
7	47	41	40	45	60	54	178	202	339	41	34	28
8	46	37	45	42	58	*58	168	192	318	40	30	28
9	41	33	45	45	82	62	180	225	308	39	26	27
10	38	34	45	50	172	60	182	234	280	36	24	27
11	39	44	55	48	115	61	192	240	262	33	21	26
12	39	50	60	46	89	60	262	234	276	33	27	25
13	36	44	55	44	74	97	218	212	228	34	39	25
14	34	39	50	42	71	145	*202	220	212	37	31	25
15	34	37	48	40	91	113	210	237	*202	34	26	25
16	34	46	45	42	67	97	258	249	192	31	24	25
17	33	44	50	40	60	81	328	276	182	31	22	26
18	33	71	109	38	50	69	325	*300	162	30	21	37
19	32	48	101	35	50	74	246	342	148	30	20	37
20	31	48	64	40	56	83	220	364	135	*30	20	*30
21	31	44	72	40	64	76	212	404	*121	31	21	30
22	31	34	52	38	74	89	198	400	113	31	21	31
23	31	*51	54	35	48	115	175	396	99	31	*21	31
24	31	51	56	38	60	109	160	376	93	32	20	30
25	31	66	50	40	46	105	*142	368	85	32	21	30
26	32	52	45	42	46	99	145	380	78	32	25	30
27	*33	47	40	40	47	99	160	368	71	29	26	30
28	34	35	35	35	44	89	180	336	66	29	26	29
29	33	40	40	36	—	101	208	332	62	29	30	28
30	33	45	38	40	----------	103	215	376	58	29	34	28
31	33	----------	35	50	----------	107	----------	339	----------	28	31	----------
Total	1047	1283	1611	1266	1954	2497	6134	8990	6564	1095	809	857
Mean	33.8	42.8	52.0	40.8	69.8	80.5	204	290	219	35.3	26.1	28.6
Ac-ft	2,080	2,540	3,200	2,510	3,880	4,950	12,170	17,830	13,020	2,170	1,600	1,700

Calendar year 1960: Max 436 Min 13 Mean 101 Ac-ft 73,250
Water year 1960-61: Max 515 Min 20 Mean 93.4 Ac-ft 67,650

Peak discharge (base, 500 cfs)

Date	Time	Gage height	Discharge
6-2	7a.m.	3.96	626

* Discharge measurement made on this day.
Note.--No gage-height record Nov. 28 to Dec. 11, Jan. 2-31. Stage-discharge relation affected by ice Dec. 12-17, 25-28, Dec. 30 to Jan. 1, Feb. 1-3, 17-19.

10-3840. Chewaucan River near Paisley, Oreg.

Location.--Lat 42 42', long 120 35', in SW¼NW¼ sec.26, T.33 S., R.18 E., on left bank 1.2 miles downstream from Mill Creek and 1.4 miles southwest of Paisley.

Drainage area.--275 sq mi.

Records available.--April 1912 to September 1921, May 1924 to September 1962. Published as "above Conn ditch, near Paisley" April to September 1912 and May 1924 to September 1955, as "above Mill Creek, near Paisley" October 1912 to December 1913, and as "at Chewaucan Land & Cattle Co.'s gage, near Paisley" January to September 1914.

Gage.--Water-stage recorder. Datum of gage is 4,430 ft above mean sea level (river-profile survey). Prior to July 14, 1912, reference point at site 1¼ miles upstream at different datum. Nov. 6, 1912, to Jan. 19, 1914, staff gage and Jan. 20, 1914, to Sept. 30, 1921, water-stage recorder, at various sites within half a mile upstream from Mill Creek at various datums. May 1, 1924, to Jan. 26, 1956, water-stage recorder at sites about 1¼ miles upstream at different datums. Jan. 27 to Oct. 6, 1956, staff gage at sites about 1 mile downstream at different datums.

Average discharge.--47 years, 134 cfs (97,010 acre-ft per year).

Extremes.--Maximum discharge during year, 602 cfs Apr. 28 (gage height, 3.92 ft); maximum gage height, 4.31 ft Feb. 9 (ice jam); minimum, 3.9 cfs Nov. 16, 17, result of freezeup.

1912-21, 1924-62: Maximum discharge, 3,260 cfs Dec. 22, 1955 (gage height, 5.45 ft, from floodmarks, present site and datum), from rating curve extended above 1,300 cfs on basis of slope-area measurement of peak flow; no flow part of each day Dec. 7, 1927, Dec. 12, 1932, result of freezeup.

Maximum discharge known, 4,000 cfs Nov. 23, 1909, from records at site 1 mile downstream, below Conn ditch, where records are equivalent at high flow.

Remarks.--Records good except those for periods of ice effect or no gage-height record, which are poor. No regulation. Diversions for irrigation of about 2,500 acres above station.

Rating table, except for periods of ice effect (gage height, in feet, and discharge, in cubic feet per second)

1.7	6	2.5	105
1.8	11	3.0	240
1.9	18	3.5	400
2.0	29	4.0	650
2.2	52		

Discharge, in cubic feet per second, water year October 1961 to September 1962

Day	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.
1	29	b 45	48	b22	b18	b 25	271	330	288	56	33	22
2	28	45	46	b22	b20	b 26	274	360	282	55	30	21
3	28	b 44	39	b20	b20	b 30	*285	364	291	54	29	21
4	28	b 42	46	b20	b20	b 32	303	380	276	52	30	21
5	27	41	45	b20	b20	b 35	351	* 372	261	50	32	21
6	26	40	30	b25	b25	b 40	354	380	243	46	31	21
7	26	*b 38	b 25	b30	b40	b 42	450	384	228	46	29	22
8	26	b 38	b 22	b28	b55	b 45	450	409	216	44	30	22
9	26	b 36	b 20	b25	b100	b 50	427	392	213	41	34	22
10	26	b 38	b 15	b22	239	b 52	339	364	219	39	37	24
11	29	39	a 10	b20	105	55	330	345	210	39	34	24
12	38	32	b 12	b20	83	48	351	324	198	40	30	25
13	36	b 25	b 15	a18	78	b 46	392	306	189	39	29	25
14	31	b 20	b 16	a16	99	b 45	427	309	183	38	28	25
15	28	b 15	b 18	a15	95	b 50	495	288	170	36	27	25
16	27	b 10	b 20	a15	85	56	*445	300	158	34	26	26
17	26	b 10	b 20	a15	67	61	422	294	150	33	25	26
18	27	b 12	b 20	b16	61	67	436	282	138	32	26	25
19	27	b 15	b 25	b15	56	83	432	288	128	* 31	27	25
20	32	b 15	b 30	b10	58	91	422	288	118	31	26	26
21	40	b 20	b 30	b 9	61	76	376	288	*105	31	26	27
22	34	b 30	b 30	a 8	56	66	394	285	97	30	25	27
23	36	b 40	b 28	a 8	b50	55	414	315	91	29	25	27
24	37	67	b 26	b 9	b45	60	445	327	83	* 29	25	27
25	37	76	b 25	b10	b40	121	418	309	78	32	24	26
26	37	80	b 25	b12	b35	275	a430	342	72	31	21	27
27	52	56	b 25	b15	b30	347	468	327	71	31	21	29
28	45	46	b 25	b15	b25	265	481	* 300	66	30	21	33
29	44	47	b 25	b15		207	360	297	61	29	22	52
30	b45	45	b 24	b15	----------	208	330	288	58	31	*22	40
31	b45	----------	b 24	b16	----------	237	----------	291	----------	33	22	----------
Total	1,023	1,107	809	526	1,686	2,896	11,762	10,128	4,941	1,172	847	784
Mean	33.0	36.9	26.1	17.0	60.2	93.4	392	327	165	37.8	27.3	26.1
Ac-ft	2,030	2,200	1,600	1,040	3,340	5,740	23,330	20,090	9,800	2,320	1,680	1,560

Calendar year 1961: Max 515 Min 10 Mean 90.7 Ac-ft 65,660
Water year 1961-62: Max 495 Min 8 Mean 103 Ac-ft 74,730

Peak discharge (base, 500 cfs)

Date	Time	Gage height	Discharge	Date	Time	Gage height	Discharge
3-27	2100	3.90	590				
4-15	0400	3.84	560				
4-28	0300	3.92	602				

* Dischargement measurement made on this day.
a No gage-height record.
b Stage-discharge relation affected by ice.

1963

ABERT LAKE BASIN

10-3840. Chewaucan River near Paisley, Oreg.

Location.--Lat 42°42', long 120°35', in SW¼NW¼ sec.26, T.33 S., R.18 E., on left bank 1.2 miles downstream from Mill Creek and 1.4 miles southwest of Paisley.

Drainage area.--275 sq mi.

Records available.--April 1912 to September 1921, May 1924 to September 1963. Published as "above Conn ditch, near Paisley" April to September 1912 and May 1924 to September 1955, as "above Mill Creek, near Paisley" October 1912 to December 1913, and as "at Chewaucan Land & Cattle Co.'s gage, near Paisley" January to September 1914.

Gage.--Water-stage recorder. Datum of gage is 4,430 ft above mean sea level (river-profile survey). Prior to July 14, 1912, reference point at site 1¼ miles upstream at different datum. Nov. 6, 1912, to Jan. 19, 1914, staff gage and Jan. 20, 1914, to Sept. 30, 1921, water-stage recorder, at various sites within half a mile upstream from Mill Creek at various datums. May 1, 1924, to Jan. 26, 1956, water-stage recorder at sites about 1¼ miles upstream at different datums. Jan. 27 to Oct. 6, 1956, staff gage at sites about 1 mile downstream at different datums.

Average discharge.--48 years, 136 cfs (98,460 acre-ft per year).

Extremes.--Maximum discharge during year, 3,100 cfs Feb. 1 (gage height, 5.42 ft); maximum gage height, 5.9 ft Jan. 31 (ice jam); minimum, 32 cfs Oct. 7.

1912-21, 1924-63: Maximum discharge, 3,260 cfs Dec. 22, 1955 (gage height, 5.45 ft, from floodmarks, present site and datum), from rating curve extended above 1,300 cfs on basis of slope-area measurement of peak flow; no flow part of each day Dec. 7, 1927, Dec. 12, 1932, result of freezeup.

Maximum discharge known, 4,000 cfs Nov. 23, 1909, from records at site 1 mile downstream, below Conn ditch, where records are equivalent at high flow.

Remarks.--Records good except those for periods of ice effect or no gage-height record, which are poor. No regulation. Diversions for irrigation of about 2,500 acres above station.

Rating tables, except for periods of ice effect (gage height, in feet, and discharge, in cubic feet per second)

Oct. 1 to Jan. 31				Feb. 1 to Sept. 30			
2.0	29	3.0	240	2.0	32	3.5	430
2.2	52	3.5	400	2.2	54	4.0	730
2.5	105	4.0	650	2.5	105	4.5	1,170
				3.0	240	5.0	1,880

Discharge, in cubic feet per second, water year October 1962 to September 1963

Day	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.
1	36	99	207	135	1,580	258	192	440	606	162	47	44
2	34	97	356	150	486	249	176	440	552	148	*47	42
3	a 34	93	402	a150	786	231	207	504	540	132	46	40
4	a 35	89	222	a140	*667	198	192	570	486	130	43	39
5	40	97	a200	a120	582	240	252	576	486	128	43	39
6	34	95	a180	112	492	213	863	636	425	122	42	39
7	34	85	a160	108	430	204	723	751	380	120	42	40
8	44	83	150	a100	400	195	600	816	360	110	41	40
9	100	95	a148	a 95	368	189	546	751	348	103	46	40
10	258	172	a145	a 85	348	183	498	654	500	93	57	40
11	195	118	a140	a 78	304	175	430	636	528	85	50	38
12	555	246	a140	a 70	291	*165	380	594	415	82	47	37
13	592	210	148	b 80	288	145	364	546	390	78	42	41
14	422	165	a170	b 90	270	b135	420	528	410	80	41	44
15	264	145	a200	b 95	255	b130	450	600	360	75	40	42
16	186	140	a225	b 90	252	b135	a400	*642	348	71	40	43
17	*160	120	a330	b 85	246	b140	a380	681	344	83	39	41
18	148	135	a300	b 82	270	148	a350	758	308	87	39	40
19	142	125	a280	b 80	352	160	a330	816	285	*73	38	41
20	150	128	a250	b 80	400	183	a330	907	270	68	38	41
21	142	*138	a220	b 85	385	186	a330	943	261	65	39	41
22	142	132	a200	b120	324	160	a325	*898	258	61	40	41
23	138	118	a170	b120	288	183	328	872	258	60	42	*40
24	132	105	148	b115	285	168	324	832	243	58	41	40
25	130	108	125	b105	273	152	308	786	213	57	41	39
26	128	196	b120	b100	348	158	320	737	192	55	40	39
27	122	234	b120	b 96	282	207	297	702	175	54	40	38
28	118	165	b120	b 95	273	273	300	660	204	53	39	38
29	112	95	b120	b 95	-	249	348	630	222	50	39	38
30	*110	168	b125	b150	------	231	*385	642	186	48	39	37
31	103	------	b130	b650	------	258	------	648	------	48	42	------
Total	4,840	3,996	5,951	3,756	11,525	5,901	11,348	21,196	10,553	2,639	1,310	1,202
Mean	156	133	192	121	412	190	378	684	352	85.1	42.3	40.1
Ac-ft	9,600	7,930	11,800	7,450	22,860	11,700	22,510	42,040	20,930	5,230	2,600	2,380

Calendar year 1962: Max 592 Min 8 Mean 136 Ac-ft 98,230
Water year 1962-63: Max 1,580 Min 34 Mean 231 Ac-ft 167,000

Peak discharge (base, 500 cfs)

Date	Time	Gage height	Discharge	Date	Time	Gage height	Discharge
10-13	0800	4.35	915	5- 8	1000	4.18	864
12- 3	0100	4.05	685	5-21	0600	4.37	1,030
2- 1	0200	5.42	3,100	6-10	2400	4.01	737
4- 6	1700	4.40	1,060				

* Discharge measurement made on this day.
a No gage-height record.
b Stage-discharge relation affected by ice.

Note From (Floods of Dec. 1964 in Far Western States). U.S.G.S.

Table 6.--Summary of flood stages and discharges - Continued

scharge (cfs)	No.	Stream and place of determination	Drainage area (sq.mi.)	Period of Record	Maximum floods		
					Date	Gage height (ft)	Discharge (cfs)
		PART 10. GREAT BASIN - Continued					
		Abert Lake basin					
5.7 21	3840	Chewaucan River near Paisley, Oreg.	275	1912-21, 1924-64	Dec. 23, 1964 Dec. 22, 1955 Nov. 23, 1909	8.35 5.45 –	6,490 3,260 4,000
		Silver Lake basin					

1964

ABERT LAKE BASIN

10-3840. Chewaucan River near Paisley, Oreg.

Location.--Lat 42°42', long 120°35', in SW¼NW¼ sec.26, T.33 S., R.18 E., on left bank 1.2 miles downstream from Mill Creek and 1.4 miles southwest of Paisley.

Drainage area.--275 sq mi.

Records available.--April 1912 to September 1921, May 1924 to September 1964. Published as "above Conn ditch, near Paisley" April to September 1912 and May 1924 to September 1955, as "above Mill Creek, near Paisley" October 1912 to December 1913, and as "at Chewaucan Land & Cattle Co.'s gage, near Paisley" January to September 1914.

Gage.--Water-stage recorder. Datum of gage is 4,430 ft above mean sea level (river-profile survey). Prior to July 14, 1912, reference point at site 1½ miles upstream at different datum. Nov. 6, 1912, to Jan. 19, 1914, staff gage and Jan. 20, 1914, to Sept. 30, 1921, water-stage recorder, at various sites within half a mile upstream from Mill Creek at various datums. May 1, 1924, to Jan. 26, 1956, water-stage recorder at sites about 1½ miles upstream at different datums. Jan. 27 to Oct. 6, 1956, staff gage at sites about 1 mile downstream at different datums.

Average discharge.--49 years, 135 cfs (97,740 acre-ft per year).

Extremes.--Maximum discharge during year, 662 cfs June 6 (gage height, 3.92 ft); minimum, 20 cfs Dec. 12.
1912-21, 1924-64: Maximum discharge, 3,260 cfs Dec. 22, 1955 from slope-area measurement of peak flow; no flow part of each day Dec. 7, 1927, Dec. 12, 1932, result of freezeup.
Maximum discharge known, 4,000 cfs Nov. 23, 1909, from records at site 1 mile downstream, below Conn Ditch, where records are equivalent at high flow.

Remarks.--Records good except those for periods of ice effect or no gage-height record, which are poor. No regulation. Diversions for irrigation of about 2,500 acres above station.

Rating table, except for periods of ice effect (gage height, in feet, and discharge, in cubic feet per second)

1.9	23	3.0	240
2.0	32	3.5	435
2.2	54	4.0	710
2.5	105		

Discharge, in cubic feet per second, water year October 1963 to September 1964

Day	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.
1	37	41	54	48	b40	45	267	394	350	135	57	44
2	37	44	48	b45	b35	45	210	341	337	125	54	43
3	37	44	48	38	b35	45	190	302	325	120	47	38
4	36	48	50	b38	b35	45	222	277	325	115	43	36
5	36	55	64	b40	b35	45	228	264	325	118	41	34
6	37	70	*73	b40	b35	42	170	234	469	99	40	38
7	40	59	49	b38	b35	40	178	243	515	93	40	37
8	39	62	62	b35	b35	45	300	228	426	85	41	33
9	42	135	b50	b38	b38	48	378	261	386	*83	39	33
10	46	97	b40	35	b40	50	342	321	445	82	37	32
11	47	71	33	b36	b40	50	360	358	490	76	36	31
12	54	64	b35	b40	b36	45	342	394	412	73	35	31
13	44	62	b38	b40	b35	50	353	445	363	75	34	31
14	42	91	b40	b38	b35	60	385	460	341	68	34	31
15	40	160	b42	b35	b40	70	*436	480	358	65	34	31
16	40	83	b45	b35	b42	65	438	*495	*430	62	33	30
17	40	70	b48	b35	b45	70	*329	500	358	60	32	29
18	*40	67	b50	b32	b40	68	294	500	337	58	31	29
19	40	61	b50	b30	b42	70	277	510	329	55	30	29
20	40	58	b48	b35	b45	*78	284	520	284	54	30	29
21	41	42	b45	b34	b45	67	305	510	267	49	30	30
22	42	55	44	b30	b45	65	313	485	243	47	29	30
23	48	64	b45	b30	b45	60	249	465	225	46	29	29
24	49	58	b45	b32	b44	62	243	460	210	46	29	30
25	49	53	b45	b35	b40	52	219	445	198	44	28	29
26	55	54	b46	b35	35	64	237	430	180	43	*28	29
27	44	61	49	b32	38	72	234	450	165	40	29	30
28	43	43	54	b30	40	98	302	417	160	40	30	30
29	46	52	67	b30	42	139	404	435	152	*48	31	30
30	47	60	55	b32	------	183	430	386	142	58	34	31
31	44	------	53	b35	------	224	------	363	------	57	35	------
Total	1,322	1,980	1,515	1,106	1,137	2,162	8,919	12,373	9,547	2,219	1,100	967
Mean	42.6	66.0	48.9	35.7	39.2	69.7	297	399	318	71.6	35.5	32.2
Ac-ft	2,620	3,930	3,000	2,190	2,260	4,290	17,690	24,540	18,940	4,400	2,180	1,920

Calendar year 1963: Max 1,580 Min 33 Mean 203 Ac-ft 147,200
Water year 1963-64: Max 520 Min 28 Mean 121 Ac-ft 87,960

Peak discharge (base, 500 cfs)

Date	Time	Gage height	Discharge	Date	Time	Gage height	Discharge
4- 8	2400	3.66	515	6-11	1000	3.74	557
4-16	0130	3.76	568				
5-20	0700	3.74	557				
6- 6	2200	3.92	662				

* Discharge measurement made on this day.
b Stage-discharge relation affected by ice.
Note.--No gage-height record Jan. 10, Feb. 26 to Mar. 19.

Annual Flood Data for the Chewaucan River near Paisley

Year	Peak Flow	M	tp. Yr.
1956	3260	1	14
1963	3100	2	7
1958	2320	3	4.7
1957	1750	4	3.5
1952	1650	5	2.8
1954	1460	6	2.3
1953	1400	7	2.0
1951	1040	8	1.8
1964	662	9	1.6
1961	626	10	1.4
1962	602	11	1.3
1960	510	12	1.2
1955	374	13	1.1
1959	336	14	1.0

FORM E-20 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

19-1118
6763

Salem, Oregon
August 18, 1965

To:

SUBJECT: Chewaucan River Bridge
Paisley
Fremont Highway

MEMO TO THE FILES

A hydraulic analysis has been made in regard to annual flood data for the Chewaucan River near Paisley. A frequency curve has been developed through 15 years compilation of surface water records. From this data, an assumed 50 year return frequency of 3,800 cfs was selected.

The present structure has a usable waterway of 800± square feet, designed to pass 2,400± cfs. It is proposed that a structure be designed to replace the present one for a return frequency of better than 50 years. The proposed structure will have a usable waterway of 2,000± square feet, which will pass 6,000± cfs with a moderate velocity.

Without conducting a more extensive investigation into this matter, I will conclude in saying that the proposed structure is adequate for a return frequency discharge in excess of 50 years.

W. H. Tebeau
Preliminary Studies Engineer

By F. L. Barnes

Fred L. Barnes

FLB:fp

6490 cfs Dec 23, 1964

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

19-1118

Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6763 Salem, Oregon

DATE: August 5, 1965

In reply refer to: 08-35.EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

SUBJECT: Oregon Project ER-153(3)
Paisley Bridge Section
Fremont Highway

To Maintenance as per phone 11-9-65

Returned herewith are the photos from your files furnished with Mr. Edwards' August 4, 1965 letter.

Our July 23, 1965 memorandum did not question the need for extension of the bridge. We asked for flow data to support more than doubling the length of the bridge. No further actions on your proposal will be processed unless such detailed information is furnished.

Attachments

To Hunter
I have asked Hoyt to get flow data
EH Wild
11-8-65

RECEIVED
AUG 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG - 1965
FOR FILING

19-1118

6763
ER 15-3 (3)

August 4, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.3-EC

Dear Sir:

I have your letter of July 23 requesting justification of the increased length of the bridge over the Chewaucan River at Paisley.

This bridge has been a chronic trouble source. I attach pictures of the washouts in 1955, 1957, and 1964. Admittedly, the 1964 flood was the flood of record. However, you will note from the pictures that the river discharges from the hills in a rather confined steep canyon from an area which is subject to the fast runoff which may be caused by warm rain falling on the snow pack. We think the pictures provide ample proof of the need for lengthening the bridge.

The attached photos are our file copies; we ask that you return them.

Very truly yours,

Attachments

Forrest Cooper
State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
L. H. Young
E. S. Hunter (enc.)

By

Tom Edwards
Assistant State Highway Engineer

TE:jwa

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ICLA 20E

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 23, 1965

In reply refer to: 08-35.3-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-153(3)
Paisley Bridge Section
Fremont Highway

Representatives of your department were verbally advised that a portion of the costs, involving any justifiable extension thereof, for reconstruction of the Paisley Bridge might be eligible for emergency funds in view of the fact that approaches were severely damaged but the bridge itself sustained only minor damage. Though the damaged approaches indicate the need for some extension, the increase to 214 feet appears to be excessive. Prior to preparation of plans for the structure, data supporting the need for the increased waterway should be furnished for our review and approval.

owing to
Edwards-Young
REFERRED TO
By Asst. State Hwy. Engr.
7-29-65

RECEIVED
JUL 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 14 1965
FOR FILING
19-1118
6762

June 14, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project, Item 218, Project BR-153(3), Paisley Bridge Section, which we desire to have included in the Federal-Aid Emergency Relief Program occasioned by the December 1964 and January 1965 floods.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. W. Chase
Asst. Office Engineer

RNC:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 2

	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE (66)	YEAR (70)(71)
CARD 2	1	SR 31 Paisley Bridge Section (MP 98.23)	ADT	500	1,000	85

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)
CARD 3	Gr., Dr. Intermediate Type Surf., Br.						64-1	

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Emergency Relief	Lake
	NAME OF URBAN AREA 17-31	ROUTE NO. P / FEDERAL-AID 16

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)
1										
5					PE		SR 31 Paisley Bridge Section (MP 98.23)			
5					ROW					
5					CONST (CODE)			0.16	120,000	6,000
							PROJECT TOTALS	0.16	120,000	6,000 *

(16) (23)(24)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

(23)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		500	1,000	85	08	Oregon	35	090	218

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
			64-1		ER	153(3)			

COUNTY NAME: Lake — CODE: 037

ROUTE NO.: P — FEDERAL-AID: 16 — STATE: 19 — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Gr., dr., two 12' lanes O-11 oil mat surf. with 8' shoulders. One concrete bridge (214') H.C. 32'. (Work by regular contract method) ROW - 80' normal; Access Control - none; Parking Restrictions - none.
0.16	120,000	6,000	114,000		
0.16	120,000	6,000 *	114,000		

REMARKS: This work occasioned by the December 1964 and January 1965 floods.

*5% Basis - to be increased to full pro rata when additional funds become available.

USCOMM DUSCOMM-DC 48905-P61

PAISLEY BRIDGE SECTION

PROJECT NO. ER-153(3)

Existing Facility

The existing roadway is a 20' bituminous surface with 2' shoulders. One RCDG bridge (1-30', 1-40' & 1-30' spans), HC 19'4" constructed in 1921.

Project Data

During the December 1964 flood the road approaches to the Paisley Bridge (MP 98.23) were destroyed, approx. 150' at north end and 50' at south end. The structure itself sustained only the loss of a portion of the handrail on the upstream side. The indications are the restricted waterway of the structure was insufficient to handle the flow and caused the washout of the approaches.

To prevent similar damage by future floods it proposed to replace the existing 100' structure with a 214' structure including riprap, channel change and road approaches. The work will be to present standards.

The proposed work consist of grade and drain, two 12' lanes 0-11 oil mat surface with 8' shoulders, riprap, one prestressed beam concrete bridge (214') HC 32' with 5' sidewalk on east side and construction of temporary detour.

The estimated cost of the project is as follows:

Roadway, riprap, channel change and temp. detour	$ 45,000
Structure (114/214 or 54% of $140,000)*	75,000
Total Estimated Cost	$120,000

* See Remarks

Remarks - cont.

Federal participa
114/214 or 54% of the
participate on that po
ture but will particip
required to give the a
based on the fact the
flood.

PAISLEY BRIDGE SECTION

PROJECT NO. ER-153(3)

Remarks - cont.

Federal participation on the new structure will be limited to 114/214 or 54% of the total cost of the structure as the BPR will not participate on that portion which replaces the existing 100 foot structure but will participate on the 114 feet which constitutes the extension required to give the additional waterway clearance. This decision was based on the fact the existing structure was not damaged during the flood.

h 2' shoulders.
onstructed in

to the Paisley
nd and 50' at
of a portion
e the restricted
low and caused

ed to replace
ng riprap,
present

lanes 0-11 oil
m concrete
struction of

$ 45,000
75,000

$120,000

RECEIVED
MAR 3 - 1965
FOR FILING

19-1118

6763

March 2, 1965

Mr. Charles W. Brooks
Executive Assistant
Oregon Office of
Senator Wayne Morse
706 U. S. Courthouse
620 S. W. Main Street
Portland, Oregon 97205

Dear Mr. Brooks:

I have your letter of February 19 concerning the problem of the bridge across the Chewaucan River at Paisley, as evidenced by the petition submitted to you by Mrs. Earl Dumm.

The Highway Department is aware of the problem and is currently engaged in a study of all of the locations at which bridges were insufficient in length to carry a flood of the magnitude of the one we recently experienced. In many cases, we have incorporated additional bridge length into the rehabilitation work. It is our intent, within the limits of our financial ability, to pursue this program at all locations where we have had any indication that the existing bridges were insufficient in length to carry the normal floods without endangering either the road structure or the surrounding developments.

The bridge at the Chewaucan River has given us previous trouble and it is our intent to lengthen it as quickly as financing can be arranged.

We are returning your correspondence on this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.
cc R. L. Porter
Tom Edwards
Victor Wolf
R. S. Hunter (Enc.)
J. F. Putnam (Enc.)

TE:jwa fn

RECD FEB 8 19

Paisley, Oregon
Feb. 2, 1965

petition not encl.

Senator Wayne Morris.
Washington, D.C.

Dear Sir.

I am inclosing petitions signed by ettizens, tax payers, and interested inhabitatents of this community,(Paisley,Oregon) in regards to the recent Christmas week flood. Damage to homes, roads,city Streets,lawns,gardens,and such, familys (5) loosing their homes, land,and many keepsakes that can never be replaced.

Floods have happened here(Paisley) before but damage was not as bad as the Christmas Week flood. The bridge North of the town is the main trouble,it not being wide,or long enough to carry off the amount of debris that comes down the river with the high water, it is not high enough either clearence under causes debris to clog the opening, and water must find other ways to run and seeks a new channel that causes the flooding of the town, depositing debris, silt,and such in lawns,cutting ditches in roads,destroying fences,as well as lawns.

Bridge should also be in another direction avoiding the run off from going through the town.

We the interested signers,and others humbly ask your help in getting the High Way Dept. to look closley into this and do something for the protection of pur small town. I know there are other places in Oregon as well as elsewhere that are flooded worse than here and they have our depest sympaty, but we do need repairs that will protect from future flooding.

All Hiway from Paisley to at least Silver Lake North is badly damaged by the flood.

Any help yr influence you might have would be greatly appreciated by all.

Respectivly

Mrs. Earl Hamm

RECEIVED
FEB 14 1965
TELEPHONE:
WITHDRAWAL 3-1065

THEODORE R. CONN
ATTORNEY-AT-LAW
620 NORTH FIRST STREET
LAKEVIEW, OREGON 97630

MAILING ADDRESS:
POST OFFICE BOX 351

19-1118

6763 Admin

Copy to Rhoda

February 11, 1965

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On behalf of Sinton & Brown Co. who owned a trailercourt on the northwest side of the bridge across the Chewaucan River at Paisley, Oregon, I wish to protest the construction on Oregon HIghway 31, which bridge is totally inadequate to carry the waters of the Chewaucan River at flood stage. It has been demonstrated in the past, not particularly by the flood of last December, but floods of previous years.

The construction of this bridge, as you know, is set upon concrete piers in the channel of the stream which in the spring of the year make a very effective dam when the river is full of slush ice and debris. This can occur any spring which has a normal runoff. Construction of this bridge caused the loss of the trailercourt owned by the company next to this bridge. They presently expect to rebuild this trailercourt and they wish to have you advised that they desire to have the construction of this bridge made adequate by use of a single span across the river which would enable the waters to pass under without obstruction.

They also want to advise you that any future loss because of the construction of this bridge will be considered the cause of damage by loss to their trailercourt and they will intend to recover for such loss.

They also wish to call your attention to the fact that the channel is so wide that the present narrow bridge is inadequate to carry the waters that can pass down the channel and will only act as an obstruction in the channel of the stream.

Very truly yours,

Theodore R. Conn

TRC/s

THEODORE R. CONN

NOTED
FORREST COOPER

culvert

23-1113 Malheur River (Grove) Br. 1966
Sec., Central Oregon Hwy.
#6764

RECEIVED
DEC 9 - 1966
FOR FILING
23-1113
6764

December 9, 1966

Glens Falls Insurance Company
P.O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6764 awarded to Ross Bros. Constr., Inc., for construction of the Malheur River (Grove) Bridge on the Central Oregon Highway in Malheur County was completed on August 26, 1966, and accepted by the Highway Commission on December 8, 1966.

Final payment in the amount of $5,773.20 will be released to the contractor after December 16, 1966. The total contract amount is $192,522.67 including $11.21 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Ross Bros. Constr., Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon 97303

Bourland Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
DEC 9 - 1966
FOR FILING
23-1113
6764

December 8, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 26, 1966, on Contract No. 6764. The contract was with Rees Bros. Construction, Inc. and was for construction of the Malheur River (Grove) Bridge on the Central Oregon Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 8, 1966, and that you concur in this procedure at the Commission meeting on December 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
A. F. Parson

bg

RECEIVED
NOV 7 - 1966
FOR FILING

23-1113
6764

October 7, 1966

#13

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting on October 6 considered your request for an extension of time on Contract No. 6764 for construction of the Malheur River (Grove) Bridge on the Central Oregon Highway in Malheur County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an extension of five additional calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc A. F. Parsen
George Hopkins
L. H. Young
I. D. Merchant
C. H. Maleen

RECEIVED
SEP 20 1966
FOR FILE

22-1112
6114

September 19, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 13
October 4, 1966 meeting

Gentlemen:

Rose Bros. Construction, Inc., contractor on the Malheur River (Crove) Bridge on the Central Oregon Highway in Malheur County, Contract 6764, has requested that he be granted an additional five calendar days in which to complete the contract work without assessment of liquidated damages.

The contractor's reason for this request is that he was denied access to a part of the right-of-way being acquired for the project which delayed his overall completion of the work.

The contractor's reason is correct. He was denied access to a part of the right-of-way during the period February 23, 1966 to and including March 14, 1966, a total of 19 calendar days.

The contract allotted 120 calendar days to complete the work and 185 calendar days were charged against the contractor. Because the contractor was prevented from completing the work by conditions beyond his control, I recommend that the requested extension be granted without assessment of liquidated damages.

This matter will be on the agenda for the October 4 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
A. F. Parson

CAB:mb bg

E-230 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
SEP 12 1966
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

Oregon State Highway Commission
Salem, Oregon 97310

Date August 22, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 185 days, within which to complete our Contract No. 6764, without the assessment of liquidated damages. The said contract is described as follows:
Malhuer River (Grove) Bridge, Central Oregon Highway, Malhuer County, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Delay in gaining access to right-of-way at North end of bridge. See your letter of February 1966 and our letter of March 7, 1966. (5 days).

Respectfully submitted,

ROSS BROS. CONSTRUCTION, INC.
Contractor

By R K Ross

CONSENT OF SURETY

Date August 22, 19 66

We, Glens Falls Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

E. Lawrence Noella
Attorney-in-fact

(SEAL)

Carl H. Lovelund
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6764 Contractor Ross Bros. Construction Conpany

Highway Central Oregon

Section Malheur River (Grove) Bridge

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED**. The reasons for such recommendation are as follows:

Granted - we delayed right of way from February 23 until March 14 - more than the five days being requested.

Recommended for Approval:

~~Division~~ Engineer

~~Construction Engineer~~ or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6764

Project designation State (State-Federal)

Date awarded 2-3-66

Work started 3-14-66

Per cent completed 100 8-26-66 (Date)

No. of ~~Workdays~~ Allowed 180 calendar

No. of ~~W~~s Used 185 calendar

No. of Added ~~W~~s Requested 5 calendar

RECEIVED
SEP 14 1966

23-1112
6764

September 13, 1966

Oregon State Highway Commission

Gentlemen:

An overrun in the project authorization for the Malheur River (Grove) Bridge on the Central Oregon Highway in Malheur County (Contract No. 6764) appears inevitable. Rees Bros. Construction, Inc. is the contractor on this project.

The original authorization was $214,638.75 and it now appears that the final cost will be $240,065.83, or an increase of 12 percent. The principal cause of this overrun was the widening of the shoulders adjacent to the new structure. This work was not included as a part of the original authorization.

This matter will be on the agenda for the October 6 meeting and I recommend that you approve the increase.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
A. F. Parson

RE:mb bg

Form No. E-372—5M—7-63

23-1113

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Malheur River (Trove) Bridge Br. # 1407A Date August 23, 1966, 19

Highway Centeral Oregon Contract No. 6764

County Malheur Kind of Work tructure Contractor Ross Bros. Constr.

Contract Amount $ 188,590.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
Class "A" Concrete	20	90.00	1,800.00
Class "B" Asphalt	130	22.00	2,860.00

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 10-6-66

Minor items, unitemized algebraic total ..... -480.68

Subtotal ..... $ 4,179.32

Approved work orders (Price, extra work and state force orders) ..... $ 2,200.00

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
S. F. O. # 1 - Build roadbed to new bridge	37,849.70
S. F. O. # 2 - Traffic Signals	2,500.00
E. W. O. # 1 - Flagging	-188.75

Minor items, unitemized algebraic total 42.90

Subtotal ..... $ 40,203.81

Authorization for engineering ..... $ 15,263.20

Expected over-run or under-run of engineering authorization ..... $ -3,000.00

Costs not included above (explain) ..... $ -0-

Allowance for future contingencies (6 % of work remaining) ..... $ 500.00

Credits to come from transfers and deductions File cutoff transfered to Maintenance ..... $ -7,870.50

Present estimate of project cost ..... $ 240,065.83

Brief Statement of principal causes of over-run:

Due to the fact that S. F. O. # 1 was not entered on the original project authorization the amount of this item was added to the total cost of the project, causing the over-run

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 214,638.75
Present estimate of project cost	$ 240,065.83
Expected over-run (Amount)	$ 25,427.00
Expected over-run (per cent)	12%

Space to right of this line is for use of Salem office.

Submitted by: Robert C. Ford
Resident Engineer

Confirmed by:
Division Engineer

Noted by:
Construction or Bridge Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 68161

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 1407A		WEEK ENDING: March 19, 1966
SECTION: Malheur River (Grove) Bridge		SECTION PREFIX: 23-1113
HIGHWAY: Central Oregon		COUNTY: Malheur
NAME OF JOB: Malheur River (Grove) Bridge	KIND OF WORK: Structure	
CONTRACTOR: Ross Bros Construction Co.	CONTRACT NUMBER: 6764	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Febuary 3, 1966	DATE WORK STARTED: March 14, 1966	ESTIMATED COMPLETION DATE: August 21, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS: 180	WORK DAYS USED: 25
PROJECT AUTHORIZATION: $214,638.75	ENGINEERING AUTHORIZATION: $15,263.20	PERCENT OF TIME ELAPSED: 14%
EXCLUSIVE OF ENGINEERING: $199,375.55	ENGINEERING COST TO DATE: $763.19	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $	PERCENT OF AUTHORIZATION: 5 %	0.0%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	DATE PROJECT WAS COMPLETED:	8-26-66

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
			0.0%				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13	Partly Cloudy		
MONDAY 14	Partly Cloudy		
TUESDAY 15	Partly Cloudy		
WEDNESDAY 16	Partly Cloudy		
THURSDAY 17	Clear		
FRIDAY 18	Clear		BEN GIFFORD
SATURDAY 19	Fair		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity
MONDAY	Contractor moving in equipment; 1 D7 cat working on roads etc.
TUESDAY	Contractor preparing the work area; D7 cat working on the roads etc. A 50 ton Mobile Crane unloading material for the project.
WEDNESDAY	Contractor doing general work preparing to start construction.
THURSDAY	Contractor assembling leads on mobile crane and welding on H piles
FRIDAY	Contractor driving piles at Bent #5
SATURDAY	No Activity

REMARKS

Next Week: The contractor will drive piles at Bents # 7,6,& 4. Power line will have to be removed over bent # 7 before work can be started at that point.

SIGNED R.C. Pool by Ronald W. Shartzer

ADDRESS Ontario, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
FEB 7 - 1966
FOR FILES
23-1113
6764

February 4, 1966

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon

Gentlemen:

On January 27, you submitted the second low bid in the amount of $188,990 for the Malheur River (Crove) Bridge on the Central Oregon Highway in Malheur County.

George E. Berry was the low bidder, however, he qualified his bids that he would accept only one contract at this letting.

The State Highway Commission on February 3 awarded to you the above project which was assigned Contract No. 6764. Contract forms will be sent to you for the execution within the next few days.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

cc: Mr. George E. Berry
P. O. Box 311
Beaverton, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

FKN:gc

RECEIVED
JAN 5 - 1966
FOR FILING

23-1113

6764

January 4, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Malheur River (Grove) Bridge
Central Oregon Hwy. (MP 238.7)
State Safety Project

Dear Sir:

We are submitting the following data for a State Financed Safety Improvement Project known as "Malheur River (Grove) Bridge" on the Central Oregon Highway, FAP Route 31, MP 238.66 which is approximately 6.83 miles S.W. of Vale in Malheur County.

The proposed safety project consists of replacing the substandard 250' steel pony truss bridge, H.C. 20', with a 251' prestressed con rete slab bridge, H.C. 41' with 5' sidewalk on one side. The project includes A.C. paving of the bridge deck.

The purpose of the project is to eliminate the potential traffic hazard, caused by the present structure, restricting the traveled way from 21' to 20'. The A.D.T. at this section is 800. There have been two accidents during the period of January 1963 thru June 1965, between MP 238.28 and MP 239.00, giving an accident rate of 5.09. The average rate for rural primaries during the period is on the order of 3.00.

The estimated cost of the project is $249,000 and bids will be received January 27, 1966. A set of reduced plans are enclosed.

We request that the State be given credit for this safety project on the first quarter of the overall four year program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:ed
cc: F. B. Klaboe
R. N. Chase
Ben Gifford
O. B. Jackmond

RECEIVED
DEC 23 1965
COMMISSIONERS

HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

Routing
Rast
Morelock
Trout
Scott
Wills
Urchfield
Olson
Swan

RECEIVED
DEC 21 1965
CONSTRUCTION
DIVISION

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

23-1113

6764 December 20, 1965

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Reference is made to the following listed plan title sheets and prospectuses of highway construction projects transmitted to us by your letters dated November 10 and December 9, 14 and 16, 1965 respectively.

Mt. Angel-Silverton Section, Hillsboro-Silverton Highway, Marion County.

Twomile Creek Section, Oregon Coast Highway, Coos County.

Fish passage must be maintained at Abiqua Creek and Twomile Creek crossings.

Malheur River Bridge, Central Oregon Highway, Malheur County Bridge #1407A.

As stipulated in our Memorandum of Understanding, Modification #1, we will concur with the recommendations of the Oregon State Game Commission on all road projects located in Malheur, Harney and Lake Counties.

Astoria-Big Creek Section, Columbia River Highway, Clatsop County.

In our letter to you dated November 18, 1965, we requested passage on Marys, Bear and Ferris Creeks. John Day River crossing must also have fish passage.

We would appreciate your favorable consideration regarding the above-listed projects.

Sincerely,

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission

12-21-65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (2)
A. F. Parson (2)

fp

RECEIVED
DEC 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

23-1113

6764

Salem, Oregon
September 1, 1933

Mr. Ivan Merchant
Bridge Engineer

Specific instructions have been issued with respect to bridges as follows:

WAPATOO.

1. You are to prepare an estimate of the cost of replacement of washed out fills.

2. You are to secure the hydraulic data (Ed Hunter has this), indicate the proper width of opening to contain the Chewaucan River for a 50-year flood.

3. You are to estimate the cost of concrete lining the slopes of the Chewaucan River for 300 feet upstream and 100 feet downstream from the centerline of the bridge.

The sum total of the costs of the above items is the cost which we will ask the Bureau to participate in.

WILLAMETTE RIVER. This bridge is to be widened to 40 feet,* ~~achieved~~ in the following manner:

1. The existing poured in place spans will be utilized, removing therefrom only the rails.

2. The trusses will be replaced by 50-foot slab spans.

3. There will be a sidewalk on one side.

4. The existing piers will be left in place.

5. The intermediate piers or bents - widening will be accomplished by steel piling, concrete encased.

---

* plus sidewalk

first:

6. The widening shall be accomplished on the side where the sidewalk is to be constructed (the field should be asked to determine which side they desire the sidewalk on).

7. The widened portion, including the area to be used by the sidewalk, shall be used as a one-way detour controlled by traffic lights.

8. The balance of the widening shall be accomplished and the bridge completed.

9. There will be no detour other than the above or no right of way purchase.

10. Existing gradients shall be maintained. Work necessary at the bridge ends and the deck cover shall be accomplished by State Forces.

PARKS BRIDGE.

1. There are two vicinity maps for the Powers Bridge, on one of which I have drawn a new line and indicated the spans. The Division should be asked to check this out immediately.

2. This structure will be prestressed beam construction.

3. There shall be a sidewalk on one side (the Division shall indicate which side is preferable).

SURVICE CREEK BRIDGE.

1. A new line was drawn on the map.

2. The bridge shall be constructed in the manner planned for the old bridge.

3. Since the new bridge does not interfere with the old bridge, no detour will be necessary.

4. Work at the bridge ends shall be done by State forces and appropriate entry shall be made in the project authorization.

[illegible] CREEK BRIDGE.

1. This bridge shall be replaced with 50-foot prestressed slab spans on steel piling with either concrete or steel caps.

2. Improvement shall be accomplished without detour by removing one-half of the old bridge, using the remaining half for one-way traffic controlled by lights.

3. The new bridge shall be built one-half at a time.

4. It shall be built to the existing grade.

5. Appropriate entry shall be made in the project authorization for State forces to do such channel improvement and riprapping as may be necessary.

Tom Edwards
Assistant State Highway Engineer

TE:jva

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

RECEIVED
OCT 26 1965
FOR FILING
23-1113
6704

October 25, 1965

Oregon State Highway Commission

Gentlemen:

There are three bridges on the state highway system that are in need of immediate attention:

1. The state bridge on the Terrebonne-Redmond highway near Lower Bridge is in a bad state of repair and needs to be replaced. The bridge is also substandard as to width (21' in.). The estimated cost is $[illegible].

2. On the Central Oregon Highway [illegible] miles west of Fish Lake [illegible] ing we have a narrow, wooden [illegible] cross 12') which, in the interest of traffic safety, should be widened and reconstructed. This is estimated to cost [illegible].

3. On the Sandy-Zigzag section of highway is known the Marmot bridge [illegible] early summer (1) 5') and should be widened. This is estimated to cost [illegible].

I recommend that these three bridges [illegible], totalling $715,000, be added to the current State Construction Program.

The matter will be on the agenda for your consideration at the November 4 meeting.

Very truly yours,

[illegible] Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Klaboe
F. D. Morgan
E. S. Hunter
L. H. Young
C. H. Maison
L. H. Chandler
A. F. Parson

TE:jwa/RLP:ms tg

LSF-3(1) 12th Street Junction (Salem) 1966
Sec., Pacific Hwy., East
#6765 (Roadside improvement)

RECEIVED
NOV 4 - 1966

LSF-3 (1)
6765

November 3, 1966

Hartford Accident and Indemnity Company
Surety Department
1520 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6765 awarded to Gail L. Kyzaet for road-side improvement on 12th Street Junction in Salem on the Pacific Highway East in Marion County was completed on May 28, 1966, and accepted by the Highway Commission on November 2, 1966.

Final payment in the amount of $2,189.15 will be released to the contractor after November 10, 1966. The total contract amount is $30,998.17 and no work was performed under feres account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Gail L. Kyzaet
Route 1, Box 256 B
Brooks, Oregon

Cushing Insurance
1735 Capitol Street, N.E.
Salem, Oregon
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 2 - 1966

ASF 3 (1)
6765

November 2, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed May 28, 1966, on Contract No. 6765. The contract was with Gail L. Sysset and was for roadside improvement on the 12th Street Junction (Salem) Section of the Pacific Highway East in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 2, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maddon
R. D. Asburry

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 12th St. Junction (Salem)		WEEK ENDING: October 22, 1966
		SECTION PREFIX: 24-0902
HIGHWAY: Pacific East		COUNTY: Marion
NAME OF JOB: 12th St. Junction (Salem) Section	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Gail L. Zysset	CONTRACT NUMBER: 6765	FEDERAL AID PROJECT NUMBER: LSF-3(1)
DATE OF CONTRACT: February 3, 1966	DATE WORK STARTED: March 7, 1966	ESTIMATED COMPLETION DATE: May 27, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: None SUPERVISION: None	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 150	WORK DAYS USED CALENDAR DAYS USED 94
PROJECT AUTHORIZATION: $35,150.28	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 63
EXCLUSIVE OF ENGINEERING: $32,650.71	ENGINEERING AUTHORIZATION $2,499.57	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $31,089.50	ENGINEERING COST TO DATE $2,440.61	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.6 %	PERCENT OF AUTHORIZATION 98 %	DATE PROJECT WAS COMPLETED: 5-28-66

ESTIMATED PERCENT COMPLETE ~~OVERRUN~~ ROADSIDE IMPROVEMENT

CLEARING	DRAINAGE	GRADING	~~ROCK~~ Lawn	OIL AND/OR PAVE.	MAT'L PROD	Irrig. Syst.	Planting
			100			100	100
			GRADING	~~OVERRUN~~ Topsoil	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)				2,470 C. Y.			
TOTAL QUANTITIES CORRECTED TO DATE				2,480 C. Y.			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				2,480 C. Y.			
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Cloudy			
THURSDAY	Rain			
FRIDAY	Showers			
SATURDAY	Rain			

Routing

Dotter

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final inspection was made Monday, October 17th by Gerald Wimer, Ass't. Division Engineer; Mark Astrup, Landscape Engineer; John Hegmann, B.P.R. Area Engineer; Mrs. G. L. Zysset, Contractor; Mrs. H. Overman, Contractor's employee, and Mr. E. Iufer, Subcontractor. Shrubs were found to be satisfactorily established except for the need to replace three juniper and minor weeding. Both of these items were taken care of by the contractor on Tuesday, October 18th which completed work on the project.

FINAL REPORT

SIGNED Arthur Duffy LOCATION Salem, Oregon

Arthur Duffy, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F215

RECEIVED
OCT 31 1966
FORM E-132X 500M 4-62
FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
LSF-3(1)
1-16-

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 20, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that replacement planting was completed on October 18, 1966, on Contract No. 6765, 12th St. Junction (Salem) Section, in Marion County, in connection with Federal-Aid Project No. LSF-3(1).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
[illegible]

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 10-25-66

Conditions noted on above date:

None

JJH:

RECEIVED
OCT 28 1966
OFFICE
STATE HIGHWAY

A. W. Parsons
Division Engineer

Rel'd to Young 10-28-66

To: F. Cooper
V. Gallagher

By: G. R. Brooks
G. R. Brooks
District Engineer

STATE COPY

Monthly transaction number	FORM PR-2A (5-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7/11/66	County Marion
		Project number ISF-3(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 21, 19 66, is hereby modified as follows:

Revised estimated total cost of project $ 35,369

Revised Federal funds $ 35,369.00

Other revisions

The project agreement is modified to include the following:

Provision 12 is hereby deleted and the following substituted therefor: "The Oregon State Highway Department is responsible for maintaining the work performed or the condition achieved on the highway right-of-way acquired in accordance with the objectives of the Highway Beautification Act of 1965."

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of July, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B. Kloboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 61120-P63

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
2-120	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.		COUNTY: Marion
		PROJECT NO.: LSF-3(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

12th St. Junction (Salem) Section, Pacific Highway East.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	12-13-65	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	1-5-66	0.00
*OTHER *(Specify)*		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 35,369.00	$ 35,369.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By M K Laboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer FEB 21 1966

Oregon State Highway Dept.

Federal Aid
Project No. LSF-3(1)

12TH ST. JUNCTION (SALEM) SECTION OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

Project Agreement Estimate

Salem, Oregon, February 10, 1966

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code 7005
Roadside Improvement (Sta. 87+00 to Sta. 102+00)

Removal of Pavement	90 sq.yd.	$ 1.00	$ 90.00
Trench Excavation	250 cu.yd.	2.50	625.00
Special Backfill in Drains	26 cu.yd.	5.00	130.00
Furnishing and Placing Topsoil	2,470 cu.yd.	3.25	8,027.50
Tractor and Dozer	12 hr.	18.00	216.00
12-inch Culvert Pipe	800 lin.ft.	3.00	2,400.00
6-inch Drain Pipe	260 lin.ft.	2.00	520.00
Concrete Inlets, Type G-2M	4 only	125.00	500.00
Lawn Construction	2 acre	1,350.00	2,700.00
Furnishing and Planting Trees	46 only	12.00	552.00
Furnishing and Planting Shrubs	1,350 only	2.90	3,915.00
Furnishing and Planting Vines	1,840 only	0.30	552.00
Grass Seed Mixture	340 lb.	0.60	204.00
Inorganic Fertilizer 10-16-8	25 cwt.	5.00	125.00
Organic Fertilizer 5-3-2	2.5 cwt.	7.00	17.50
Manure Fertilizer	30 cu.yd.	5.00	150.00
Bark Mulch	0.8 acre	750.00	600.00
1/2-inch Water Pipe	620 lin.ft.	0.60	372.00
3/4-inch Water Pipe	530 lin.ft.	0.60	318.00
1-inch Water Pipe	1,700 lin.ft.	0.60	1,020.00
1¼-inch Water Pipe	1,840 lin.ft.	0.70	1,288.00
1½-inch Water Pipe	270 lin.ft.	0.80	216.00
2-inch Water Pipe	420 lin.ft.	0.90	378.00
2½-inch Water Pipe	750 lin.ft.	1.20	900.00
3-inch Water Pipe	540 lin.ft.	1.50	810.00
1/2-inch Steel Water Pipe	250 lin.ft.	0.60	150.00
3/4-inch Steel Water Pipe	76 lin.ft.	0.70	53.20
2-inch Steel Water Pipe	30 lin.ft.	1.20	36.00
2½-inch Steel Water Pipe	110 lin.ft.	3.00	330.00
2-inch Gate Valves	1 only	30.00	30.00
1½-inch Manual Section Valves	8 only	22.00	176.00
2-inch Manual Section Valves	13 only	30.00	390.00
1/2-inch Manual Drain Valves	25 only	8.00	200.00
2-inch Vacuum Breaker Valves	1 only	300.00	300.00
2-inch Vacuum Breaker Valves (Atmospheric)	1 only	40.00	40.00
Pop-up Rotary Sprinkler Heads	72 only	30.00	2,160.00
Shrubbery Sprinkler Heads	174 only	2.75	478.50
			$30,969.70

Flagging (5%% of Contractor's Cost)	All Required	$ 100.00
Water Meters	All Required	175.00
		$ 275.00
	Subtotal	$31,244.70
	10% Engr. & Cont.	3,124.30
	Total	$34,369.00

Length of Project - - 0.00 miles

Summary

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 1,000.00	$ 1,000.00
Roadside Improvement	34,369.00	34,369.00
	$35,369.00	$35,369.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. LSF-3(1)

12TH ST. JUNCTION (SALEM) SECTION OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 29, 1965

Type Code P.E.

Preliminary Engineering	All Required	$ 1,000.00

Type Code Y005
Roadside Improvement (Sta. 87+00 to Sta. 102+00)

Removal of Pavement	90 sq.yds.	$ 0.75	$ 67.50
Trench Excavation	250 cu.yds.	4.50	1,125.00
Special Backfill in Drains	26 cu.yds.	7.50	195.00
Furnishing and Placing Topsoil	2,470 cu.yds.	3.00	7,410.00
Tractor and Dozer	12 hrs.	16.00	192.00
12-inch Culvert Pipe	800 lin.ft.	2.75	2,200.00
6-inch Drain Pipe	260 lin.ft.	2.00	520.00
Concrete Inlets, Type G-2M	4 only	175.00	700.00
Lawn Construction	2 acres	1,200.00	2,400.00
Furnishing and Planting Trees	46 only	10.00	460.00
Furnishing and Planting Shrubs	1,350 only	3.50	4,725.00
Furnishing and Planting Vines	1,840 only	0.35	644.00
Grass Seed Mixture	340 lbs.	0.60	204.00
Inorganic Fertilizer, 10-16-8	25 cwt.	6.00	150.00
Organic Fertilizer, 5-3-2	2.5 cwt.	6.00	15.00
Manure Fertilizer	30 cu.yds.	5.00	150.00
Bark Mulch	0.8 acre	1,200.00	960.00
1/2-inch Water Pipe	620 lin.ft.	0.48	297.60
3/4-inch Water Pipe	530 lin.ft.	0.52	275.60
1-inch Water Pipe	1,700 lin.ft.	0.56	952.00
1¼-inch Water Pipe	1,840 lin.ft.	0.60	1,104.00
1½-inch Water Pipe	270 lin.ft.	0.70	189.00
2-inch Water Pipe	420 lin.ft.	1.05	441.00
2½-inch Water Pipe	750 lin.ft.	1.30	975.00
3-inch Water Pipe	540 lin.ft.	2.00	1,080.00
1/2-inch Steel Water Pipe	250 lin.ft.	0.50	125.00
3/4-inch Steel Water Pipe	76 lin.ft.	0.55	41.80
2-inch Steel Water Pipe	30 lin.ft.	5.00	150.00
2½-inch Steel Water Pipe	110 lin.ft.	5.50	605.00
2-inch Gate Valves	1 only	50.00	50.00
1½-inch Manual Section Valves	8 only	50.00	400.00

2-inch Manual Section Valves	13 only	$ 60.00	$ 780.00
1/2-inch Manual Drain Valves	25 only	8.00	200.00
2-inch Vacuum Breaker Valves (Pressure)	1 only	250.00	250.00
2-inch Vacuum Brea er Valves (Atmospheric)	1 only	30.00	30.00
Pop-up Rotary Sprinkler Heads	72 only	22.00	1,584.00
Shrubbery Sprin ler Heads	174 only	1.50	261.00
			$31,908.50
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
Water Meters	All Required		175.00
			$ 275.00
	Subtotal		$32,183.50
	Engr. & Cont.		3,217.50
	Total		$35,401.00

Length of Project - - - - - - - - - - -0.00 miles

SUMMARY

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 1,000.00	$ 1,000.00
Roadside Improvement	35,401.00	35,401.00
	$36,401.00	$36,401.00

RECEIVED
MAR 29 1966

STATE COPY

MAR 18 1966
APPROVED DATE MAR 28 1966
A. W. Parsons, Division Engineer
Oregon Div., Bureau of Public Roads
By _____ Title District Engineer

STATE FORCES NOT INVOLVED

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name 12th St. Junction (Salem) Date March 14, 1966

Highway Pacific East Contract No. 6765 F. A. Project No. LSF-3(1)

County Marion Prefix 24-0902 Account No. 285-01

Description of Work To Be Done:

One - 2" water meter to be installed by the City of Salem, Department of Utilities, for irrigation system.

Location by Station Numbers:

Left of Station 94+20±

Estimate of Quantities and Costs:

Material	$ 65.00
Labor & Equipment	90.00
Overhead	20.00
Total	$175.00

RECEIVED TO
Young
By Asst. State Hwy. Engr.
3-29-66

Explanation:

Specified in the project plans and provided for in the Project Authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 35,150.28
Present estimate of project cost, including $ 175.00 for work under this order	$ 25,150.28
Expected under-run / over-run (amount)	$ None
Expected under-run / over-run (per cent)	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ Arthur Duffy, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or For

Approval Recommended: /s/ R. D. Asburry, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

RECEIVED
FEB 17 1966

FILING

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

6765 *Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 11, 1966
08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project LSF-3(1)
12th Street Junction (Salem) Section
Roadside Improvement

As requested in Mr. Young's letter of February 9, 1966 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of February 3, 1966 in the award of contract no. 6765 to Gail L. Zysset of Brooks, Oregon, low bidder in the amount of $30,969.70 at the January 27, 1966 bid opening.

Young
2-17-66
NOTED
F. B. KLABOE

RECEIVED
[illegible]
CHANGE OF
[illegible]

RECEIVED
FEB 9 - 1966
FOR FILING
1SF-3(1)
6765

February 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of January 28, 1966, is requested in the award of contract for the 12th St. Jct. (Salem) Section, Project No. LSF-3(1).

The contractor receiving the award is Gail L. Zysset of Brooks in the amount of $30,969.70 with the Contract No. 6765 assigned. This bid was received on January 27, 1966 and awarded February 3, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads PM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
FEB 7 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ISF-1(1)
6765

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 4, 1966

Mr. Gail L. Zysset
Route 1, Box 2360
Brooks, Oregon

Dear Mr. Zysset:

The State Highway Commission on February 3, 1966 awarded to you State Highway Contract No. 6765 for the following project:

Roadside improvement on the 12th Street Junction (Salem) section of the Pacific Highway East in Marion County.

This award was based on your bid of $30,969.70 which was submitted to the Commission on January 27, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: F. D. Morgan
L. M. Young
C. D. Matthis (SIAC)
Mark Astrup

Commissioners
Wayne E. Phillips, Baker
Chairman
Gallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

LSF-3(1)
6716

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

January 12, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of January 3, 1966 regarding the following projects:

1. Midland-Worden Section, The Dalles-California Highway, Klamath County.

2. 12th Street(Salem)Section, Pacific Highway East, Marion County.

3. Columbia Boulevard-Alberta Street Section, Cascade Highway, Multnomah County.

We wish to confirm in writing, the telephone approval of these projects by Mr. Clark Walsh, on December 30, 1965.

RECEIVED
JAN 14 1966
OFFICE OF
HIGHWAY ENGINEER

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

MK

ROK:dm

1-13-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
J. F. Putnam (2)

fp

NOTED
F. B. KLABOE

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Plant
Morelock
Trout
Scott
Will
Litchfield
Olson

RECEIVED
JAN 13 1966
CONSTRUCTION
DIVISION

RECEIVED
JAN 13 1966

Form CD-121 (11-63) (Prep. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 6, 1966

In reply refer to: 08-35.EC/710.18

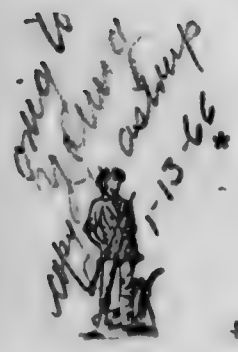
FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Landscaping and Scenic Enhancement Program
Highway Beautification Act of 1965

Our December 22, 1965 memorandum approved and authorized Items 2 thru 8 and 10 & 11 of the subject program. We have been advised that in accordance with paragraph 9 of IM 21-11-65 this procedure is not acceptable. Therefore, we are rescinding our December 22 memorandum in its entirety and are reissuing the following program actions:

Item	Project	Location	Work	Program Approval	
2	LSF-3(1)	12th St. (Salem)	P.E. Landscape	12/13/65 1/5/66	* *
3	LSS-727(1)	Airport-Alberta St.	P.E. Landscape	12/13/65 1/5/66	* *
4	LSS-107(1)	McMinnville Sec.	P.E. Landscape	12/13/65 Withdrawn	* -
5	LSF-22(1)	Corvallis Sec.	P.E. Landscape	12/21/65 Withdrawn	* -
6	LSF-2(1)	Ophir Safety Rest Area	P.E. Landscape	12/21/65 Withdrawn	* -
7	LSF-5(1)	Clyde Holliday Rest Area	P.E. Rest Area	12/21/65 Withdrawn	* -
8	LSF-27(1)	Cornelius Pass- Barnes Road	P.E. Landscape	12/21/65 Withdrawn	* -
10	LSS-553(1)	Shady Interchange	Landscape	1/5/66	*
11	CJI-5-3(1)	3 mi. S. Dosebury	Screen Junkyard	1/5/66	*



* Indicates authorization to proceed with P.E. or construction authorization.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

You are authorized to proceed with all phases of preliminary engineering including preparation of construction plans (P.S. & E.) effective on the date shown above marked with asterisk (*) opposite the P.E. approval date.

You have received construction authorization by separate memorandum effective the date shown with an asterisk (*) opposite the construction approval date.

The projects shown above that indicate withdrawal of the construction phase may have this phase reinstated by PR-9 on the date of your request for our construction authorization.

These projects shall be guided by IM 21-11-65.

This program approval provides for improvement on an aggregate total mileage of 12.72 mile with the individual cost summarized below:

	LSF FF & TEC	LSS FF & TEC	CJI FF	CJI TEC
P.E.	$ 8,950	$ 3,500	--	--
Landscape	$21,000	$54,300	--	--
Screen Junk Yards	---	---	$3,975	$5,300
TOTALS	$29,950	$57,800	$3,975	$5,300

These projects have a total estimated cost of $93,050 of which $87,750 are reserved as Landscaping and Scenic Enhancement funds and $3,975 reserved of Control of Junkyard funds.

RECEIVED
JAN 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 27 1965

Const
Fld Cit -
Landscaping
Scenic Rds

December 8, 1965

12.6.1.2 Jel
Salem

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

LS 7 3(1)

Dear Sir:

We are submitting program data for three projects, Items 2 thru 4, which we desire to have included in the Federal-Aid Highway Landscaping and Scenic Enhancement Program as set forth in the "Highway Beautification Act of 1965".

The projects include Preliminary Engineering and we request your authorization to proceed with the preliminary engineering including PS & E preparation.

We desire to open bids on these projects at the January Aid letting.

We expect to program additional projects, in the near future, to fully obligate the 1966 fiscal year apportionment provided by Section 301 of the "Highway Beautification Act of 1965". The type of projects and estimated cost of each type, based on our present planning, are as follows:

1. Acquisition and development of scenic strips on the Interstate System - - - - $ 10,000

2. Acquisition and development of scenic strips on Primary and Secondary Systems - - - - - - - - - - - - - - - - - - 445,000

3. Landscaping on Primary and Secondary Systems - - - - - - - - - - - - - - - - - - 190,000

4. Acquisition and development of viewpoints on all systems - - - - - - - - - - 265,000

5. Rest Areas, new or modernization of existing areas - - - - - - - - - - - - -	$ 86,000
Total Estimated Cost	$996,000

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

RNC:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21-

CARD 2	REPORT NUMBER (18) 1 (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 US 99E 12th Street Jct. (Salem) Section 68			ADT	PRESENT 7,000	FUTURE (66) 13,000 (70)	YEAR (71) 85 (7							
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 P.E. and Landscaping 62		NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74) (7						
CARD 4	CLASS OF FEDERAL FUNDS Landscaping and Scenic Enhancement							COUNTY NAME Mar							
	NAME OF URBAN AREA 17-31 Salem							ROUTE NO. P	FEDERAL-AID 3						

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-18)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		US 99E 12th Street Jct. (Salem) Section	0.22	1,000	1,000
5					ROW					
5					CONST (CODE)			0.22	21,000	21,000
							PROJECT TOTALS	0.22	22,000	22,000

#6-16

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
n (65)	ADT	7,000 (66)	13,000 (70)	85 (71) (72)	08	Oregon	35 (2) (3)	666 (4) (9)	2 (14) (18)

CV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14)	NUMBER (23)	SEQ. NO. (7) (13)	I. Projects Only POST MI. (24) (26)	DESIG. (27)
					LSF-	3(1)			

COUNTY NAME	CODE (14) (16)	ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)	PROGRAM STAGE
Marion	047	P	3		99E	[ ] 1 OR [X] 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.22	1,000	1,000			P.E. incl. PS & E preparation; planting trees, shrubs & vines; irrigation system; lawn construction incl. topsoil and seeding.
0.22	21,000	21,000			ROW - 100' normal; Access Control - none; Parking Restrictions - none.
0.22	22,000	22,000			

(16) (23) (24) (33)

REMARKS: Additional Data - Project FA-176-C

USCOMM DUSCOMM-DC 48905-P61

US 99E 12TH STREET JUNCTION (SALEM) SECTION

PROJECT NO. LSF-3(1)

Existing Facility

Two 11' lanes PCC pavement with 8' shoulders.

Adjacent Sections

North and South Ends - Same as existing facilities.

Project Data

The proposed project consists of preliminary engineering including PS & E preparation, planting trees, shrubs and vines, topsoil and lawn construction and installation of irrigation system to provide a more pleasing sight for the traveling public.

This project is in accordance with the Highway Beautification Act of 1965.

RECEIVED
JAN 13 1966

LSF-3(1)

Form CD-121 (12-62) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 5, 1966

In reply refer to: 08-35.2-DA

TO 6765 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

REFERRED TO
By Asst. State Hwy. Engr.
1-13-66

SUBJECT: Oregon Project LSF-3(1)
12th St. Junction (Salem) Section
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby conditionally approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's December 21 and December 30, 1965 reports.

You are authorized to proceed with contractor's flagging included in your estimate in the amount of $100.00.

The quantity of topsoil shown in the bid schedule appears excessive. Our approval is given, however, with the understanding that actual areas of application and rates will be based on needs as indicated by technical analysis of existing soils.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	January 1966
Division II Part 1 - Earthwork	January 1966
Division II Part 7 - Incidentals	January 1966

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's December 30, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest. Nonconcurrence by

(more)

copies to Oakes Litchfield 1-13-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

Attachment

RECEIVED
JAN 13 1986
OFFICE OF
STATE [illegible] ENGINEER

LSS-727(1) Columbia Blvd.-Alberta St. 1966
Sec., Cascade Hwy.
#6766 (Roadside improvement)

STATE COPY

Monthly transaction number 5-28	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Multnomah
Modification number 2	4-28-67	Project number I-S-727(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 21, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 83,146.00	$ 85,092.23
Federal funds	$ 83,146.00	$ 83,872.38
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of April, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By H S Kloos

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

STATE COPY

Monthly transaction number	(PR-2A (. 57) U.S. DEPARTMENT OF CO BUREAU OF PUBLIC	E	tate Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-11-66		County Multnomah
			Project number I88-727(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 21, 1966, is hereby modified as follows:

Revised estimated total cost of project $ 83,146

Revised Federal funds $ 83,146.00

Other revisions

The project agreement is modified to include the following:

Provision 12 is hereby deleted and the following substituted therefor: "The Oregon State Highway Department is responsible for maintaining the work performed or the condition achieved on the highway right-of-way acquired in accordance with the objectives of the Highway Beautification Act of 1965."

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of July, 1966.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Kelsay

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

XXX A. W. Parsons
(Division Engineer)

By H. R. Backlund

L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
2-118	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Multnomah
PROJECT REPORT NO. 4 B 6765	2-21-66	PROJECT NO. LSS-727(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia Blvd.-Alberta St. Section, Cascade Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	12-13-65	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	1-5-66	0.00
OTHER *(Specify)*		

FUNDS 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 83,146.00	$ 83,146.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lobe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer FEB 21 1966

Oregon State Highway Department

Federal-Aid
Project No. LOS-727(1)

COLUMBIA BLVD.-ALBERTA ST. SECTION OF THE

CASCADE HIGHWAY IN MULTNOMAH COUNTY

Project Agreement Estimate.

Salem, Oregon, February 14, 1966

Type Code P. E.
Preliminary Engineering $ 2,000.00

Type Code X005
Roadside Improvement (Sta. 84+50 to Sta. 110+25) (Contract No. 6766)

Furnishing and Placing Topsoil	6,600 cu.yd.	$ 2.34	$ 20,124.00
1½-inch Electrical Conduit, Under Structure	190 lin.ft.	3.10	589.00
2-inch Electrical Conduit, Under Structure	190 lin.ft.	3.34	634.60
2-inch Electrical Conduit, Under Pavement	110 lin.ft.	4.74	521.40
6-foot Chain Link Fence	250 lin.ft.	2.50	625.00
Lawn Construction	5 Acre	1,150.00	5,750.00
Furnishing and Planting Trees	23 only	11.46	263.58
Furnishing and Planting Shrubs	3,800 only	3.43	13,034.00
Furnishing and Planting Vines (Ivy)	9,450 only	0.30	2,835.00
Furnishing and Planting Vines (Bearberry)	2,180 only	0.46	1,002.80
Grass Seed Mixture	900 lb.	0.92	828.00
Inorganic Fertilizer, 10-16-8	65 cwt.	6.45	419.25
Organic Fertilizer, 5-3-2	15 cwt.	6.45	96.75
Manure Fertilizer	76 cu.yd.	9.50	722.00
Bark Mulch	4 acre	900.00	3,600.00
3/4-inch Water Pipe	1,970 lin.ft.	0.49	965.30
1-inch Water Pipe	3,760 lin.ft.	0.53	1,992.80
1½-inch Water Pipe	4,750 lin.ft.	0.60	2,850.00
1½-inch Water Pipe	300 lin.ft.	0.70	210.00
2-inch Water Pipe	1,090 lin.ft.	0.90	981.00
2½-inch Water Pipe	1,570 lin.ft.	1.15	1,805.50
3-inch Water Pipe	200 lin.ft.	1.81	362.00
3/4-inch Steel Water Pipe	170 lin.ft.	0.44	74.80
2-inch Steel Water Pipe, Under Pavement	120 lin.ft.	4.39	526.80
2½-inch Steel Water Pipe, Under Pavement	110 lin.ft.	4.60	506.00
2½-inch Steel Water Pipe, Under Structure	180 lin.ft.	3.45	621.00
2½-inch Gate Valve	3 only	59.65	178.95
3-inch Gate Valve	1 only	78.50	78.50
1½-inch Automatic Section Valves	6 only	38.60	231.60
1½-inch Automatic Section Valves	21 only	41.10	863.10

3/4-inch Quick-coupling Hose Valves	85 only	$ 6.88	$ 584.80
1-inch Manual Drain Valves	30 only	7.95	238.50
2-inch Vacuum Breaker Valves	2 only	195.00	390.00
7-Section Automatic Controllers	1 only	588.00	588.00
9-Section Automatic Controllers	1 only	623.00	623.00
11-Section Automatic Controllers	1 only	698.00	698.00
Pop-up Rotary Sprinkler Heads	170 only	26.20	4,454.00
			$70,869.03
Flagging (57½ of Contractor's Cost)	All Required		$ 250.00
Water Meters	All Required		650.00
Excavation for Planting Beds	All Required		* 2,000.00
			$ 2,900.00
	Subtotal		$73,769.03
	10% Engr. & Cont.		7,376.97
			$81,146.00

Length of Project - - - - - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 2,000.00	$ 2,000.00
Roadside Improvement	81,146.00	81,146.00
	$83,146.00	$83,146.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maintenance: Chap. 529, Laws 1939

*Note

Excavation for Planting Beds

Left of Sta. 88+00, Island Area		350 cu.yds.	
Left of Sta. D'86+00, Island Area		500 cu.yds.	
Left of Sta. 7+50 (82nd Ave.)		300 cu.yds.	
Total	1,150 cu.yds.	1.74	$2,000.00

COLUMBIA BLVD.-ALBERTA ST. SECTION

STATE WORK

Portable Sprinklers	2 only	$22.26	$ 44.52
Portable Sprinklers, without Base	6 only	7.78	46.68
3/4-inch Rubber Hose	2 only	14.75	29.50
			$ 120.70

Oregon State Highway Department

Federal-Aid
Project No. I-5-5-727(1)

COLUMBIA BLVD.-ALBERTA ST. SECTION OF THE

CASCADE HIGHWAY IN MULTNOMAH COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 18, 1966

Type Code P.E.

Preliminary Engineering			$ 2,000.00

Type Code X005
Roadside Improvement (Sta. 84+50 to Sta. 110+25)

Furnishing and Placing Topsoil	8,600	cu.yd.	$ 3.00	$ 25,800.00
1½-inch Electrical Conduit, Under Struc.	190	lin. ft.	2.50	475.00
2 - " " " , " "	190	"	3.00	570.00
2 - " " " , Under Pave.	110	"	6.00	660.00
6 -foot Chain Link Fence	250	"	2.00	500.00
Lawn Construction	5	acres	1,200.00	6,000.00
Furnishing and Planting Trees	23	only	12.00	276.00
" " " Shrubs	3,800	"	3.50	13,300.00
" " " Vines (Ivy)	9,450	"	0.30	2,835.00
" " " " (Bearberry)	2,180	"	0.45	981.00
Grass Seed Mixture	900	lb.	0.60	540.00
Inorganic Fertilizer, 10-16-8	65	cwt.	6.00	390.00
Organic Fertilizer, 5-3-2	15	"	6.00	90.00
Manure Fertilizer	76	cu.yd.	5.00	380.00
Bark Mulch	4	acres	900.00	3,600.00
3/4-inch Water Pipe	1,970	lin.ft.	0.50	985.00
1 -inch Water Pipe	3,760	"	0.58	2,180.80
1¼ " " "	4,750	"	0.65	3,087.50
1½ " " "	300	"	0.80	240.00
2 " " "	1,090	"	1.05	1,144.50
2½ " " "	1,570	"	1.25	1,962.50
3 " " "	200	"	2.00	400.00
3/4-inch Steel Water Pipe	170	"	0.55	93.50
2 " " " " , Under Pave.	120	"	5.00	600.00
2½ " " " " , " "	110	"	5.50	605.00
2½ " " " " , Under Struc.	180	"	3.00	540.00
2½ -inch Gate Valve	3	only	40.00	120.00
3 " " "	1	"	60.00	60.00
1½ -inch Automatic Section Valves	6	"	40.00	240.00
1½ " " " " "	21	"	50.00	1,050.00
3/4-inch Quick-coupling Hose Valves	85	"	4.00	340.00
¾ -inch Manual Drain Valves	30	"	8.00	240.00
2 -inch Vacuum Breaker Valves	2	"	250.00	500.00
Rain Bird 7-Section Automatic Controllers	1	"	600.00	600.00
" 9- " " "	1	"	750.00	750.00

Pop 11-Section Automatic Controllers	1 only	$ 950.00	$ 950.00
Pop-up Rotary Sprinkler Heads	170 "	22.00	3,740.00
			$ 76,825.80
Flagging (57½ of Contractors Cost)	All Required		$ 250.00
Water Meters	" "		650.00
* Excavation for Planting Beds	" "		* 2,000.00
			$ 2,900.00
	Subtotal		$ 79,725.80
	10% Engr. & Cont.		7,972.20
	Total		$ 87,698.00

Length of Project - - - - 0.00 Mile

SUMMARY

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 2,000.00	$ 2,000.00
Roadside Improvement	87,698.00	87,698.00
	$ 89,698.00	$ 89,698.00

* Note

Excavation for Planting Beds

Left of Sta. 88+00, Island Area			350 cu.yds.
" " " B'86+00, " "			500 "
" " " 7+50 (82nd Ave.) Is. Ar.			300 "
Total	1,150 cu. yds.	$1.74	$2,000.00

COLUMBIA BLVD.-ALBERTA ST. SECTION

STATE WORK

Portable Sprinklers	2 only	$ 25.00	$ 50.00
" " ,without Base	6 "	25.00	150.00
3/4-inch Rubberhose	2 "	30.00	60.00
			$ 260.00

Oregon State Highway Department

Federal-Aid
Project No. LSS-727(1)

COLUMBIA BLVD.-ALBERTA ST. SECTION OF THE

CASCADE HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 30, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code Y005
Roadside Improvement (Sta. 84+50 to Sta. 110+25)

Furnishing and Placing Topsoil	8,600 cu.yd.	$ 3.00	$25,800.00
1¼-inch Electrical Conduit, Under Structure	190 lin.ft.	2.50	475.00
2-inch Electrical Conduit, Under Structure	190 lin.ft.	3.00	570.00
2-inch Electrical Conduit, Under Pavement	110 lin.ft.	6.00	660.00
6-Foot Chain-Link Fence	250 lin.ft.	2.00	500.00
Lawn Construction	5 acre	1,200.00	6,000.00
Furnishing and Planting Trees	23 only	12.00	276.00
Furnishing and Planting Shrubs	3,800 only	3.50	13,300.00
Furnishing and Planting Vines (Ivy)	9,450 only	0.30	2,835.00
Furnishing and Planting Vines (Bearberry)	2,180 only	0.45	981.00
Grass Seed Mixture	900 lb.	0.60	540.00
Inorganic Fertilizer, 10-16-8	65 cwt.	6.00	390.00
Organic Fertilizer, 5-3-2	15 cwt.	6.00	90.00
Manure Fertilizer	76 cu.yd.	5.00	380.00
Bark Mulch	4 acre	900.00	3,600.00
3/4-inch Water Pipe	1,970 lin.ft.	0.50	985.00
1-inch Water Pipe	3,760 lin.ft.	0.58	2,180.80
1¼-inch Water Pipe	4,750 lin.ft.	0.65	3,087.50
1½-inch Water Pipe	300 lin.ft.	0.80	240.00
2-inch Water Pipe	1,090 lin.ft.	1.05	1,144.50
2½-inch Water Pipe	1,570 lin.ft.	1.25	1,962.50
3-inch Water Pipe	200 lin.ft.	2.00	400.00
3/4-inch Steel Water Pipe	170 lin.ft.	0.55	93.50
2-inch Steel Water Pipe, Under Pavement	120 lin.ft.	5.00	600.00
2½-inch Steel Water Pipe, Under Pavement	110 lin.ft.	5.50	605.00
2½-inch Steel Water Pipe, Under Structure	180 lin.ft.	3.00	540.00
2½-inch Gate Valve	3 only	40.00	120.00
3-inch Gate Valve	1 only	60.00	60.00
1¼-inch Automatic Section Valves	6 only	40.00	240.00

1½-inch Automatic Section Valves	21 only	$ 50.00	$ 1,050.00
3/4-inch Quick-Coupling Hose Valves	85 only	4.00	340.00
1/2-inch Manual Drain Valves	30 only	8.00	240.00
2-inch Vacuum Breaker Valves	2 only	250.00	500.00
7-Section Automatic Controllers	1 only	600.00	600.00
9-Section Automatic Controllers	1 only	750.00	750.00
11-Section Automatic Controllers	1 only	950.00	950.00
Pop-up Rotary Sprinkler Heads	170 only	22.00	3,740.00
			$76,825.80
Flagging (57½% of Contractor's Cost)	All Required		$ 250.00
Water Meters	All Required		650.00
			$ 900.00
	Subtotal		$77,725.80
	10% Engr. & Cont.		7,772.20
	Total		$85,498.00

Length of Project - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 2,000.00	$ 2,000.00
Roadside Improvement	85,498.00	85,498.00
	$87,498.00	$87,498.00

COLUMBIA BLVD.-ALBERTA ST. SECTION

STATE WORK

Portable Sprinklers	2 only	$25.00	$ 50.00
Portable Sprinklers, without Base	6 only	25.00	150.00
3/4-inch Rubber Hose	2 only	30.00	60.00
			$260.00

RECEIVED
MAR 8 - 1967
FOR FILING

Form 23-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

LSF-727(1)

TO 6166 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

DATE: March 3, 1967

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
L. R. Backlund
Administrative Manager

SUBJECT: Request for Additional Funds -
Highway Beautification Projects ISS-727(1) and ISS-263(1)

Reference is made to Mr. L. H. Young's letters of February 21, 1967 requesting an increase in funds for the subject projects. The Washington office was requested to make funds available to cover this increase. In accordance with existing procedures the request for additional funds has been deferred until final voucher stage. When the final voucher is submitted reflecting increased costs, we will again request additional funds for these projects.

The revised project agreement estimates for the subject projects are returned.

An increase in funds for the final voucher on project ISS-107(1) has been authorized.

3-8-67

REFERRED TO Young w/items.
Ast. State Hwy. Engr.

Please

NOTED
F. B. KLABOE

RECEIVED
MAR
OFFICE OF
STATE ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JAN 13 1966

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 6, 1966

In reply refer to: 08-35.EC/710.18

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Landscaping and Scenic Enhancement Program
Highway Beautification Act of 1965

Our December 22, 1965 memorandum approved and authorized Items 2 thru 8 and 10 & 11 of the subject program. We have been advised that in accordance with paragraph 9 of IM 21-11-65 this procedure is not acceptable. Therefore, we are rescinding our December 22 memorandum in its entirety and are reissuing the following program actions:

Item	Project	Location	Work	Program Approval	
2	LSF-3(1)	12th St. (Salem)	P.E. Landscape	12/13/65 1/5/66	* *
3	LSS-727(1)	Airport-Alberta St.	P.E. Landscape	12/13/65 1/5/66	* *
4	LSS-107(1)	McMinnville Sec.	P.E. Landscape	12/13/65 Withdrawn	* -
5	LSF-22(1)	Corvallis Sec.	P.E. Landscape	12/21/65 Withdrawn	* -
6	LSF-2(1)	Ophir Safety Rest Area	P.E. Landscape	12/21/65 Withdrawn	* -
7	LSF-5(1)	Clyde Holliday Rest Area	P.E. Rest Area	12/21/65 Withdrawn	* -
8	LSF-27(1)	Cornelius Pass- Barnes Road	P.E. Landscape	12/21/65 Withdrawn	* -
10	LSS-553(1)	Shady Interchange	Landscape	1/5/66	*
11	CJI-5-3(1)	3 mi. S. Dosebury	Screen Junkyard	1/5/66	*

* Indicates authorization to proceed with P.E. or construction authorization.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

You are authorized to proceed with all phases of preliminary engineering including preparation of construction plans (P.S. & E.) effective on the date shown above marked with asterisk (*) opposite the P.E. approval date.

You have received construction authorization by separate memorandum effective the date shown with an asterisk (*) opposite the construction approval date.

The projects shown above that indicate withdrawal of the construction phase may have this phase reinstated by PR-9 on the date of your request for our construction authorization.

These projects shall be guided by IM 21-11-65.

This program approval provides for improvement on an aggregate total mileage of 12.72 mile with the individual cost summarized below:

	LSF FF & TEC	LSS FF & TEC	CJI FF	CJI TEC
P.E.	$ 8,950	$ 3,500	--	--
Landscape	$21,000	$54,300	--	--
Screen Junk Yards	---	---	$3,975	$5,300
TOTALS	$29,950	$57,800	$3,975	$5,300

These projects have a total estimated cost of $93,050 of which $87,750 are reserved as Landscaping and Scenic Enhancement funds and $3,975 reserved of Control of Junkyard funds.

RECEIVED
JAN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 27 1955

Alberta
Alberta
St

211 727(1)

RNC:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROG

(PPM 21-1)

CARD 2	REPORT NUMBER (18)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		PRESENT	FUTURE (68)–(70)	YEAR (71)–(72)	R
	1	St.Rt. 213 0.3 mi. N. Portland N. 0.44 mi.	**ADT**	22,000	33,000	85	

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	P
	P.E. and Landscaping								

CARD 1	CLASS OF FEDERAL FUNDS	COUNTY NAME	
	Landscaping and Scenic Enhancement		Multnoma
	NAME OF URBAN AREA (17–31)	ROUTE NO.	FEDERAL-AID
	Portland	S	727

CARD 5	LINE NO. (14–15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT COST BY TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST BY FEDERAL FUNDS (67)–(76)
1										
5					**PE**		St.Rt. 213 0.3 mi. N. of Portland City Limits N. 0.44 mi. (Airport–Alberta St. Section)	0.44	2,000	2,000
5					**ROW**					
3					**CONST** (CODE)			0.44	39,700	39,700
							PROJECT TOTALS	0.44	41,700	41,700

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	

(16) (23) (24) (33)

#1766

TH
Hi

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
0.44 mi. (65)	ADT	22,000	33,000 (66)(70)	85 (71)(72)	08	Oregon	35 (2)(3)	666 (4)(9)	3 (14)(18)

	SUPV AGCY (68)(69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) (14-23)	NUMBER (7-13)	SEQ. NO.	I, Projects Only POST MI. (24)(26)	DESIG. (27)
						LSS-	727(1)			

	COUNTY NAME	CODE (14)(16)	PROGRAM STAGE
cement	Multnomah	051	1 OR [ ] [x] 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)
S	727	160	

MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.44	2,000	2,000			P.E. incl. PS & E prep., planting trees, shrubs and vines, topsoil, lawn constr., irrigation system to enhance the interchange areas.
0.44	39,700	39,700			ROW - 170' normal; Access Control - full; Parking Restrictions - none.
0.44	41,700	41,700			
(16)	(23)	(24) (33)			

REMARKS Additional Data - Item 74, Project US-364(1) and Item 75, Project US-364(2)

The proposed project is in accordance with the Highway Beautification Act of 1965.

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
JAN 16 1967
FOR FILING

ASS-7271

6766

January 16, 1967

US Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon

Gentlemen:

Contract No. 6766 awarded to Baltz & Son Company for roadside improvement on the Columbia Boulevard-Alberta Street Section of the Cascade Highway in Multnomah County was completed on June 22, 1966, and accepted by the Highway Commission on January 13, 1967.

Final payment in the amount of $5,326.36 will be released to the contractor after January 23, 1967. The total contract amount is $74,634.60 including $682.56 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

MP

cc: Baltz & Son Company
9817 N. Burnside
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 13 1967
FOR FILE

KS-.737(1)
6766

January 13, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 22, 1966, on Contract No. 6766. The contract was with Baits & Son Co. and was for roadside improvement on the Columbia Boulevard-Alberta Street Section of the Cascade Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 13, 1967, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

bg

RECEIVED
JAN 11 1967

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6166

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
December 19, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on December 19, 1966, on Contract No. 6766, Columbia Blvd.-Alberta St.,Section, in Multnomah County, in connection with Federal-Aid Project No. LSS-727(1).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

NOTED
F. B. KLABOE

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: 1-6-67

Conditions noted on above date:

None

WNB:

A. W. Parsons
Division Engineer

RECEIVED
JAN 13 1967
OFFICE
STATE HIGHWAY ENGINEER

to: Forrest Cooper
Vince Gallagher

By: G. R. Brooks
District Engineer

1-11-67

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Columbia Blvd.-Alberta St.		WEEK ENDING: September 17, 1966
		SECTION PREFIX: 126-0901
HIGHWAY: Cascade		COUNTY: Multnomah
NAME OF JOB: Columbia Blvd.-Alberta St.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Baltz & Son Co.	CONTRACT NUMBER: 6766	FEDERAL AID PROJECT NUMBER: LSS-727(1)
DATE OF CONTRACT: February 3, 1966	DATE WORK STARTED: February 24, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 150	WORK DAYS USED CALENDAR DAYS USED 120
PROJECT AUTHORIZATION: $ 83,125.94	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 80%
EXCLUSIVE OF ENGINEERING: $ 77,214.76	ENGINEERING AUTHORIZATION: $ 5,911.18	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 77,488.43	ENGINEERING COST TO DATE: $ 7,885.26	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT OVERRUN (UNDERRUN): 0.3 %	PERCENT OF AUTHORIZATION: 133 %	DATE PROJECT WAS COMPLETED: June 22, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.5				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.5				
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT		Calendar					

	WEATHER	WORK DAYS ~~CHARGED~~	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY	Coludy			
TUESDAY	"			
WEDNESDAY	Showers			
THURSDAY	Cloudy			
FRIDAY	"			
SATURDAY				

RECEIVED

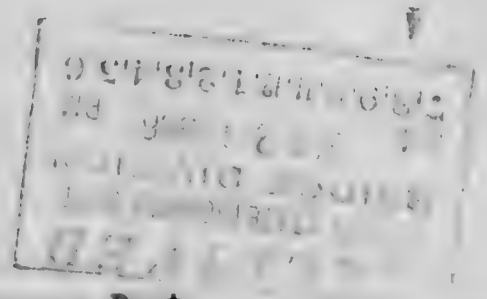
REN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This will be the last weekly report, semi-final estimate was submitted to Division 1 office Thursday Sept. 15, 1966



cc: Landscape Dept.

SIGNED Roy W. Ryle LOCATION Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 26 1966
FOR FILING

LSS-727(1)

6/16/6

May 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 285 covering the furnishing and installing of water meters on the Columbia Blvd.-Alberta Street Section of the Cascade Highway in Multnomah County, Contract No. 6766 in connection with Federal-Aid Project No. LSS-727(1).

This work is necessary to install water meters for irrigation. It was an anticipated item of the contract. The Parkrose Water District is to do the work.

The Water District's estimate is attached.

This work was tentatively approved by the BPR Engineering Coordinator and the water district was authorized to proceed March 22, 1966. Your approval as of that date under the Provision of PPM 21-6.3 on Lump Sum basis, is requested.

The total amount of the order is $873.13 with Federal Participation of $654.85.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT: ls

RECEIVED
APR 26 1966
FOR FILING

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 6766 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 21, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project LSS-727(1)
Columbia Boulevard - Alberta Street Section
Meter Installation - Parkrose Water District

Our January 5 memorandum approved the P.S. & E. documents for the physical construction phase of the subject project and withheld authorization to proceed with the watermeter installation work included in the project estimate.

We now approve the estimate furnished with Mr. Litchfield's April 13 letter. Reimbursement on an agreed lump sum basis of $873.13 is approved for the installation of two watermeters.

You were authorized to proceed with the work for the subject installation effective March 22, 1966. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 21-6.2.

To facilitate authorization of this type of installation in the future, submission of an estimate from the company at P.S. & E. time or similar documentation as now required for other anticipated contingency items would allow our authorization of this work in P.S. & E. memorandum.

REFERRED TO
Young-Litchfield
By Asst. State Hwy. Engr.
4-26-66

RECEIVED
APR 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form S-[illegible]-634

LSS-727(1)

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon verification of project authorization and availability of funds
Date FEB 23 1966
U.S. Bureau of Public Roads

Project Name Columbia Blvd.-Alberta St. Section Date Feb. 18, 1966
Highway Cascade Contract No. 6766
County Multnomah Prefix 126-0901
Contractor Baltz & Son Co. F. A. Project No. LSS-727(1)
Address 9817 E. Burnside St., Portland, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate and dispose of unsuitable material in planting beds.

1. Max. equipment rates allowable as per AGC-State agreement.
2. Percentage allowed contractor is in accordance with executed contract for this job.

Location by station numbers:

Throughout Project.

Estimate of quantities and cost:

Equipment rental	$1,000.00
Labor	1,000.00
	$2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This is an anticipated item, funds are provided in the project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$83,125.94	
Present estimate of project cost, including $2,000.00 for work under this order	$80,957.11	
Expected under-run amount	$2,168.83	
Expected under-run per cent	2.6	

Submitted by: /s/ Ray W. Pyle, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or For Bridge Engineer

Approval Recommended: /s/ C. T. Keasey, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Approved 2-4-66

RECEIVED
FEB 17 1966
FOR FILING

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

LSS-727(1)

UNITED STATES GOVERNMENT

Memorandum

1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 11, 1966

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project LSS-727(1)
Columbia Blvd. - Alberta Street Section
Roadside Improvement

As requested in Mr. Young's letter of February 9, 1966 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of February 3, 1966 in the award of contract no. 6766 to Baltz and Son Co., Portland, Oregon, low bidder in the amount of $70,989.73 at the January 27, 1966 bid opening.

Young
2-17-66

NOTED
E. R. YOUNG

RECEIVED
FEB 9 - 1966
FOR FILING
LSS-727(1)
6766

February 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of January 28, 1966, is requested in the award of contract for the Columbia Blvd.-Alberta Street Section, Project No. LSS-727(1).

The contractor receiving the award is Baltz and Son Co. of Portland in the amount of $70,989.73 with the Contract No. 6766 assigned. This bid was received on January 27, 1966 and awarded February 3, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads PM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
FEB 7 1966
FOR FILE

FORM 735-1
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. DOLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6766

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

February 4, 1966

Baltz and Son Company
9817 E. Burnside
Portland, Oregon

Gentlemen:

The State Highway Commission on February 3, 1966 awarded to you State Highway Contract No. 6766 for the following project:

Roadside improvement on the Columbia Boulevard-Alberta Street Section of the Cascade Highway south of Portland Airport in Multnomah County.

This award was based on your bid of $70,989.73 which was submitted to the Commission on January 27, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: F. D. Morgan
L. H. Young
C. D. Matthis (SI&C)
Mark Astrup

RECEIVED
JAN 12 1966
FOR FILING

Commissioners
Wayne E. Phillips, Baker
Chairman
Fred Overhulser, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

155-7271
6766

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

January 12, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of January 3, 1966 regarding the following projects:

1. Midland-Worden Section, The Dalles-California Highway, Klamath County.

2. 12th Street(Salem)Section, Pacific Highway East, Marion County.

3. Columbia Boulevard-Alberta Street Section, Cascade Highway, Multnomah County.

We wish to confirm in writing, the telephone approval of these projects by Mr. Clark Walsh, on December 30, 1965.

RECEIVED
JAN 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

1-13-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
J. F. Putnam (2)

fp

NOTED
F. B. KLABOE

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Plate
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JAN 13 1966
CONSTRUCTION
DIVISION

RECEIVED
JAN 14 1966
FOR FILING

LSS-727(1)
W. C. JOHNSON
SUPERINTENDENT
OREGON DIVISION
C 7 G C

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2928 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JANUARY 10, 1966

(File Ref. D 9016 - 32 - 28)

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Lee
Ponto
Morelock
Trout
Scot
Wills
Caton
RECEIVED
JAN 21 1966

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Re. 3-inch Pipe Line Crossing,
Columbia Boulevard - Alberta St. Section
Cascade Highway -- Multnomah County --
Project No. LSS-727(1)

Reference is made to your letter of December 30 concerning the State's plans to install a 3-inch water pipe in the highway roadbed on the east side of Cascade Highway, N. E. 82 Avenue, where it passes under the Railroad's Kenton Line at MP 12.54 near Fir, Oregon, to irrigate shrubbery being planted as part of roadbed improvement project on above-captioned section of the highway.

Wish to advise that it will not be necessary for you to provide railroad protective insurance in connection with this installation and it will be satisfactory to install as planned.

While we do not anticipate the need for supplying any protective services other than occasional checking by the Railroad, we will expect full reimbursement from the State for charges that might be incurred in this connection; these should be minor and will more than likely involve one of our engineering inspectors.

With this understanding, there are no objections to the State proceeding with the instllation, but will you please

notify us before commencing any work in vicinity of the under-crossing.

Yours very truly,

W. G. Johnson
W. G. Johnson
HWD

COPIES TO:

L.P. SHAW
M.H. ASTRUP
L.W. RUCLICH
F.D. MORGAN
L.H. YOUNG

RECEIVED
JAN 11 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6766

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 5, 1966

In reply refer to: 08-35.2-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project LSS-727(1)
Columbia Blvd.-Alberta Street Section
Roadside Improvement

REFERRED TO Wiard.
Young 1-13-66
BY ASST. STATE HWY. ENGR.

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project as indicated in Mr. Oakes' December 21, 1965 report.

Mr. Litchfield's December 30, 1965 Utility Status Report indicates that no utility adjustments are involved; however, a 3-inch water line will be installed under the Union Pacific Railroad Co. tracks. We understand this work is approved under an existing agreement but that the railroad will be asked to approve the plans, the work by the contractor, and determine the amount of protective insurance, if any. This must be accomplished prior to our concurrence in award.

You are authorized to proceed with the contractor's flagging included in your estimate in the amount of $250.00.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	January 1966
Division II - Part 7 - Incidentals	January 1966

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's December 30, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

supplement thereto, as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

Attachment

RECEIVED
JAN 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 3 1966
FOR FILING
LSS-727(1)
6766

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIDDLE
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 30, 1965

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: 3-inch Pipe Line Crossing
Columbia Blvd.-Alberta St. Section
Cascade Highway
Multnomah County
Project No. LSS-727(1)

Gentlemen:

The State plans to let a roadside improvement project on the above-captioned section on January 27, 1966. In order to supply water for irrigation of the proposed shrubery it will be necessary to install a 3-inch water pipe under your structure on the east side of the Cascade Highway (N.E. 82nd Avenue) where it passes under your tracks.

Attached you will find four (4) prints of a sketch map and a plan and elevation drawing for your review and approval showing this installation and its relation to your structure.

Please review this material and advise if railroad protective insurance will be required from our contractor and if we can expect charges for an Engineering inspector.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachments

cc: L. P. Shaw
Mark Astrup
L. W. Rulien

BEGINNING OF PROJECT LSS-727(1)
Sta 84+50

END OF PROJECT LSS-727(1)
Sta [illegible]+25

N.E. 82ND Ave.

STATE ROUTE 213

CASCADE HWY.

N.E. Killingsworth

U.S. 30

21 BY PASS

16

17

20

N.E. Sumner St.

N.E. Webster St.

N.E. Alberta St.

N.E. Humboldt St.

N.E. Wygant St.

N.E. Going Place

N.E. Going St.

N.E. Prescott

City Limits

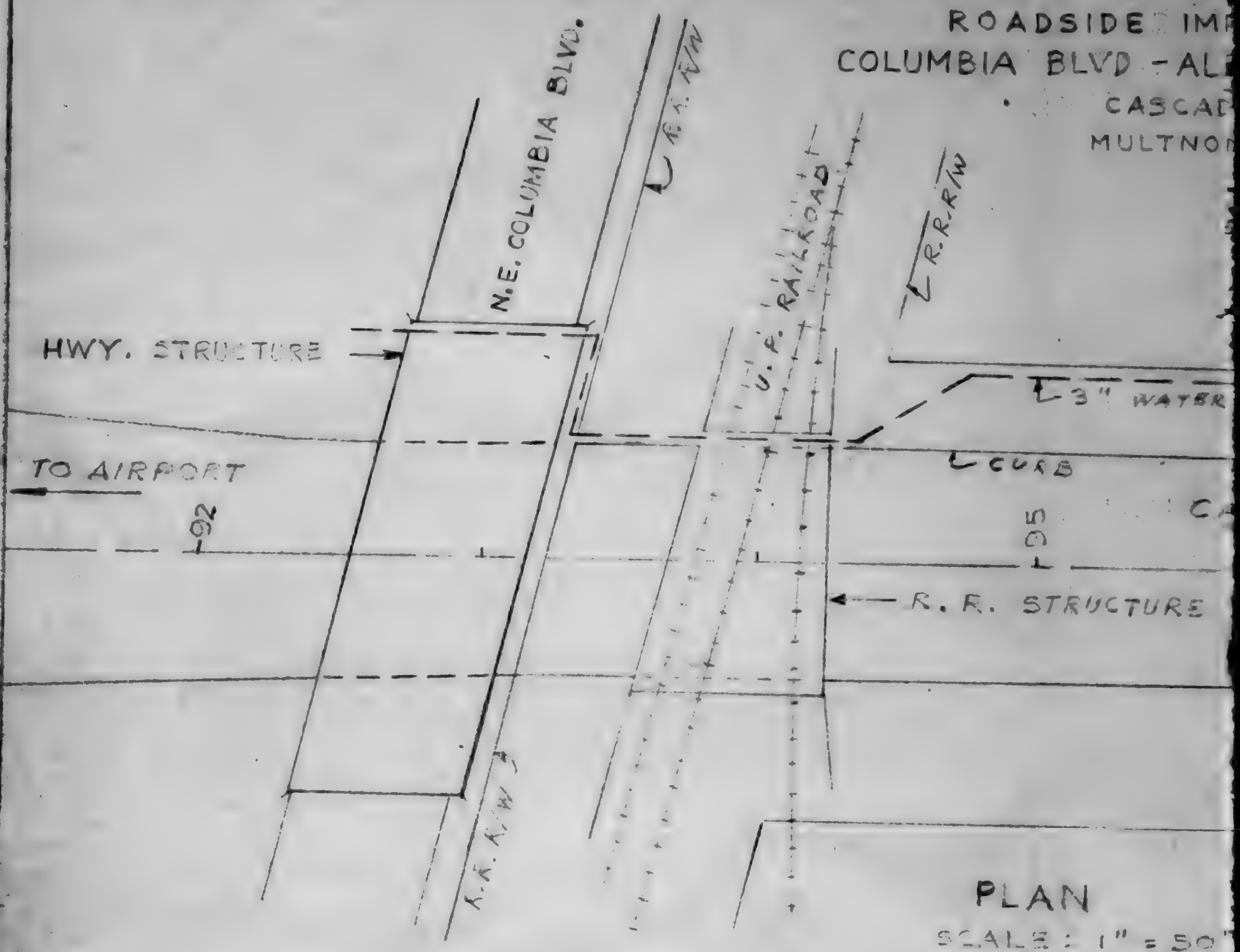
PORTLAND

Columbia Blvd.

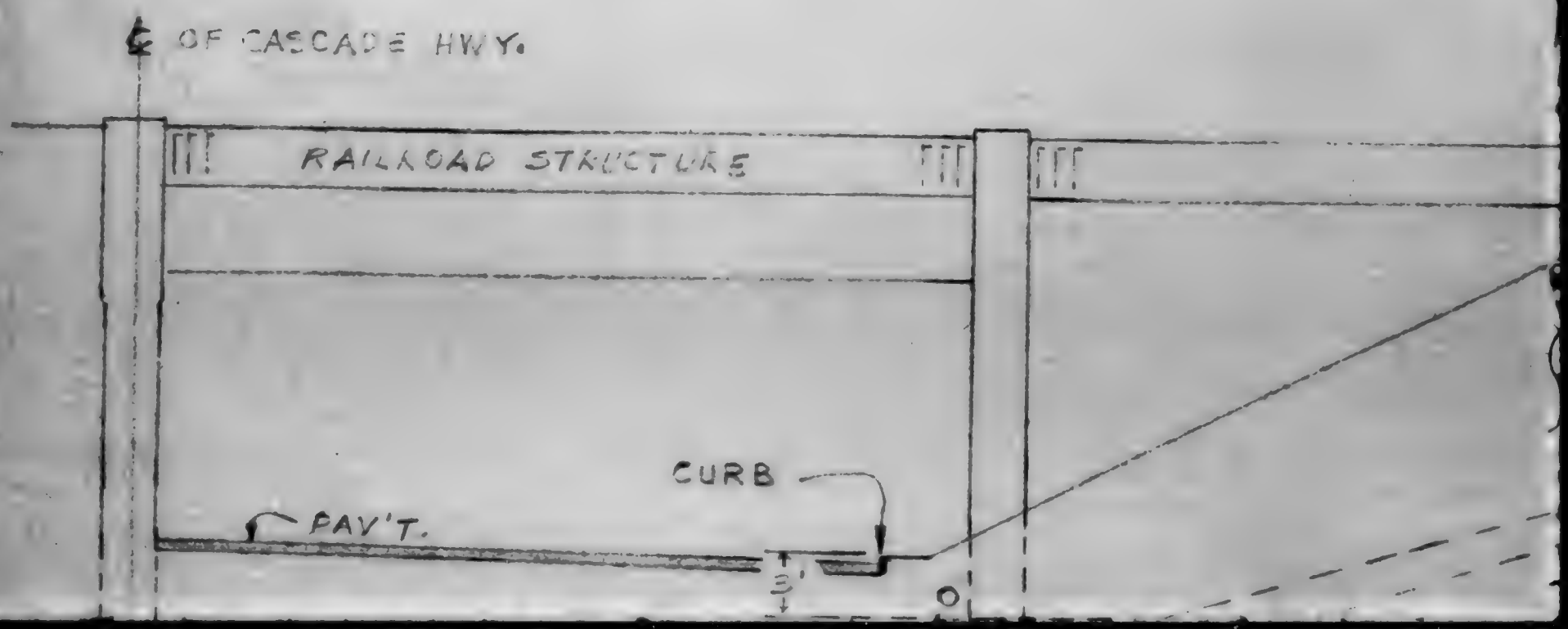
Co.

SKETCH SHOWING PROPOSED LOCATION OF WAT
BE PLACED UNDER THE UNION PACIFIC RAILWA

ROADSIDE IMP
COLUMBIA BLVD - ALB
CASCAD
MULTNO

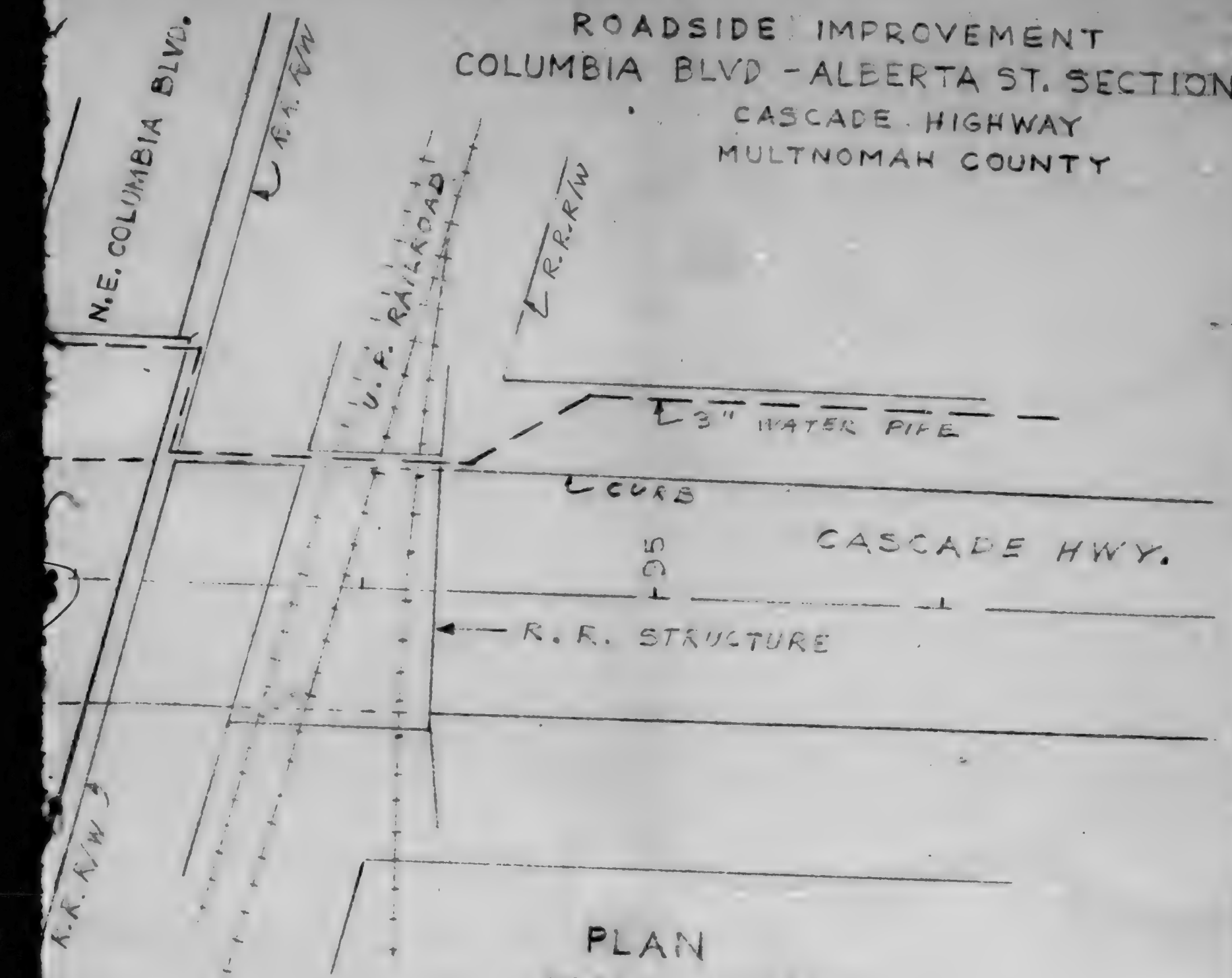


PLAN
SCALE: 1" = 50'

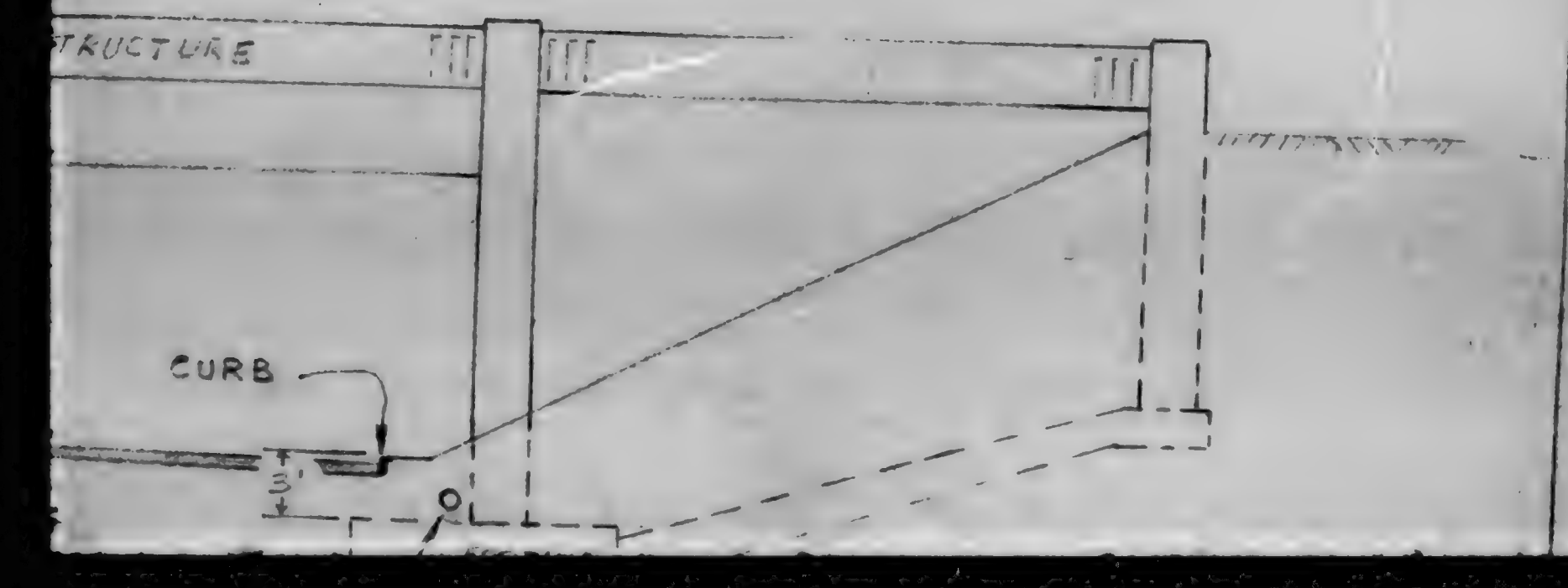


ING PROPOSED LOCATION OF WATER PIPE TO
INDER THE UNION PACIFIC RAILWAY OVERCROSSING

ROADSIDE IMPROVEMENT
COLUMBIA BLVD - ALBERTA ST. SECTION
CASCADE HIGHWAY
MULTNOMAH COUNTY



PLAN
SCALE: 1" = 50'



N.E. COLUMBIA

U.P. RAILROAD

R.R.R/W

HWY. STRUCTURE

3" WATER P

CURB

TO AIRPORT

CAS

92

95

R. R. STRUCTURE

K.K. R/W

PLAN

SCALE: 1" = 50'

℄ OF CASCADE HWY.

RAILROAD STRUCTURE

CURB

PAV'T.

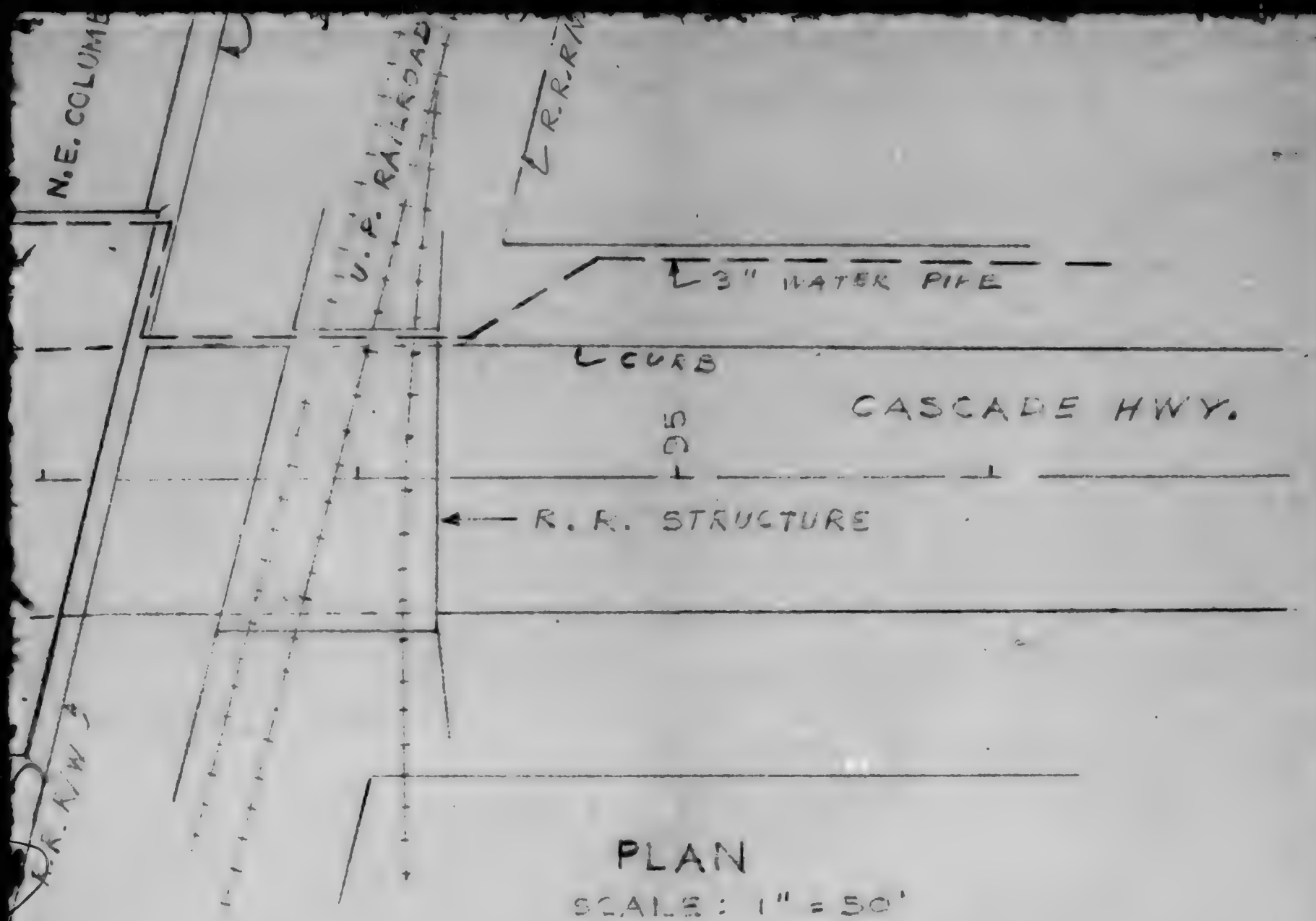
3'

FOOTING

3" WATER PIPE

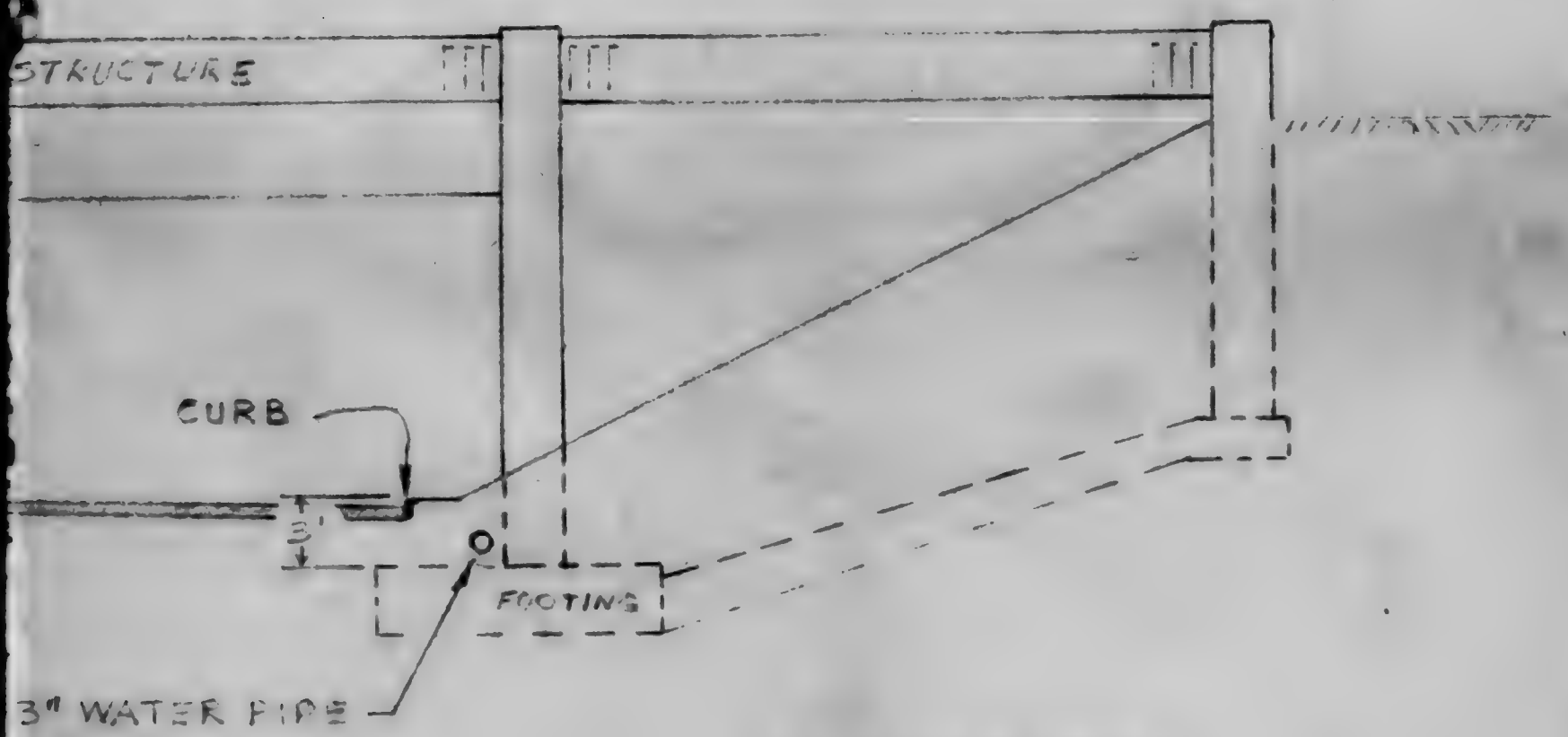
ELEVATION

SCALE: 1" = 10'



PLAN

SCALE: 1" = 50'



ELEVATION

SCALE: 1" = 10'

DEC. 28, 1965

31-1113 Island City-Conley Sec., 1966
Wallowa Lake Hwy. (Paving)
#6767

FINAL - POST - FINAL No. 8

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Island City - Conley	WEEK ENDING: Jan. 13. 1967	
	SECTION PREFIX: 31-1113	
HIGHWAY: Wallowa Lake	COUNTY: Union	
NAME OF JOB: Island City-Conley	KIND OF WORK: Paving	
CONTRACTOR: Percy E. Jellum Contractor, Inc.	CONTRACT NUMBER: 6767	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Feb. 3. 1966	DATE WORK STARTED: May 21. 1966	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: None SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 116
PROJECT AUTHORIZATION: $ 144.544.50	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 64
EXCLUSIVE OF ENGINEERING: $ 134.265.70	ENGINEERING AUTHORIZATION $ 10.278.72	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 137.719.00	ENGINEERING COST TO DATE $ 9.177.64	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 3 %	PERCENT OF AUTHORIZATION 89 %	DATE PROJECT WAS COMPLETED: June 25. 1966

Semi-Final submitted Aug. 10. 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100			
			GRADING		SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					3.15			3.15
MILES PARTIALLY COMPLETED					3.15			3.15
MILES COMPLETED					3.15			3.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)					4,300			11,120
TOTAL QUANTITIES CORRECTED TO DATE					4,230			11,144
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					4,230			11,144
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

POST CONSTRUCTION
ENGINEERING WORK ONLY

Routing
Morgan
Peterson
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JAN 13 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	Two men setting punch marks in reference monuments. Also setting R/W Posts.
THURSDAY	Two men set R/W Posts.
FRIDAY	
SATURDAY	

REMARKS

This completes the Engineering work on this Project.

SIGNED J. C. Hatt LOCATION La Grande.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP 5[illegible]

RECEIVED
SEP 1 - 1966
FOR FILING
31-1113

6767

August 31, 1966

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

Contract No. 6767 awarded to Percy E. Jelbum Contractor, Inc., for paving the Island City-Conley Section of the Wallowa Lake Highway in Union County was completed on June 24, 1966, and accepted by the Highway Commission on August 30, 1966.

Final payment in the amount of $3,640.27 will be released to the contractor after September 8, 1966. The total contract amount is $122,596.99 including $1,254.64 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Percy E. Jelbum Contractor, Inc.
39 S. E. Court
Pendleton, Oregon 97801

Ahern and Jones, Inc.
616 North Main
Milton-Freewater, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 31 1966
FOR FILING

21-1113

6767

August 30, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 24, 1966, on Contract No. 6767. The contract was with Percy L. Julium Contractor, Inc. and was for paving on the Island City-Conley Section of the Wallowa Lake Highway in Union County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 30, 1966, and that you concur in this procedure at the Commission meeting on October 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C.H. Maison
A. F. Parson

bg

RECEIVED
MAR 8 - 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. STIMPSON, MEMBER
PORTLAND
FLOYD QUEEN, SECRETARY
SALEM

31-1113

6767

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 7, 1966

Percy E. Jellum Contractor, Inc.
29 S. E. Court Street
Pendleton, Oregon 97801

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6767, awarded February 3, 1966, for paving on the Island City-Conley Section of the Wallowa Lake Highway in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

RECEIVED
MAR 8 - 1966
FORELING

COMMISSIONER
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

31-1113

6767

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

March 7, 1966

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract No. 6767, awarded February 3, 1966, to Percy E. Jellum Contractor, Inc., for paving on the Island City-Conley Section of the Wallowa Lake Highway in Union County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

cc: Akers & Jones, Inc.
616 North Main
Milton-Freewater, Oregon

FEB 25 1966

FOR FILING

Permit 31-1113
Traffic
U 6767

Salem, Oregon
February 24, 1966

Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

Island City - Cowley &c.
Wallowa Lake Hwy

The BPR is withholding approval for credit the six State-financed Safety Improvement Projects which were on the January 27, 1966 letting (Request letter attached) as these projects were not on the list of Safety Projects furnished the BPR by Mr. Edwards.

The BPR has forwarded Mr. Edwards' tabulation to Washington for their approval and comments. They have also requested a decision regarding the approval of Safety Projects which are not included on the list.

L. H. Young
Office Engineer

RNC:mb

RECEIVED
JAN 26 1966
FOR FILING
Maint
Traffic
Gen
Spec.

January 25, 1966

Mr. A. L. Parsons
Division Engineer
Bureau of Public Roads
477 Federal Bldg., U.S.
Salem, Oregon

Safety Improvement Projects (State)

Dear Sir:

We are submitting data for six State-Financed Safety Improvement Projects. These projects were selected on the basis of roadway hazards determined by accident diagrams.

A copy of the Safety Improvement Project Data and one set of roadway plans are enclosed for each of the following listed projects, all of which are to be constructed as the January 27, 1966 bid opening.

1. Alsea Road-Drain Section, of the Scenic Hwy. No. 71-5 in Coos County. Estimated Cost. . . $[illegible].

2. Lost River Diversion Canal Bridge on the Klamath Falls-Malin Hwy. No. 4-K in Klamath County. Estimated Cost. . . $29,700.

3. Chewaucan River (Paisley) Bridge Section of the Fremont Hwy. FAI-16 in Lake County. Estimated Cost. . . $[illegible].

4. Island City-Imbler Section of the Wallowa Lake Hwy. FAP-7 in Wallowa County. Estimated Cost. . . $[illegible].

5. N. Unit, Wamsley-Kent Section of the Sherman Hwy. FAI-10 in Sherman County. Estimated Cost . . . $[illegible].

6. Whisler Ranch-Harvey Creek Section of the Fremont Hwy. FAP-7 in Lake County. Estimated Cost. . . $ 217,700.

We hereby request that the funds be given credit for these safety projects on the June (1960) of the current 6-P year program. The total estimated cost of the six projects is . . . $97,11 .

Very truly yours,

Current Topics
State Highway Engineer

By

L. W. Young
Office Engineer

RNC:dc

cc: F. D. Kluboo
L. E. George
D. L. Gifford
E. H. Chase

Island City-Conley Sec.

SAFETY IMPROVEMENT PROJECT

Date January 1966 Highway Wallowa Lake

Route No. FAP 7 Highway No. 10 M.P. 2.4 to M.P. 5.6

Urban ☐ Rural ☒

Accidents from 1-63 to 11-65 Average Daily Traffic 3000

Total Accidents 14 Persons Injured 2 Persons Killed 1 Accident Rate 1.54

Design Speed - No. Lanes 2 Parking - Type Terrain -

Alignment: Horz. - Vert. - Shoulders 2' gravel

Type of improvement Widen and repave existing 20' roadway to provide a 24' roadway and 12' speed change lanes at road junctions. Provide paved shoulders, variable 4' and 8'. Install guide posts.

Estimated cost of improvement: $ 149,910

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other ___ (State-City)

FAI ___

Remarks: The existing narrow roadway--two 10' travel lanes--constitutes a hazard which will be reduced by this improvement. The addition of speed change lanes, widening of shoulder areas, and installation of guide posts should also serve to reduce the accident hazard on this section of roadway.

RECEIVED
FEB 7 1966
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. PRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

31 112
6767

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 4, 1966

Percy E. Jellum Contractor, Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on February 3, 1966 awarded to you State Highway Contract No. 6767 for the following project:

Paving on the Island City-Conley Section of the Wallowa Lake Highway northeast of LaGrande in Union County.

This award was based on your bid of $116,775.00 which was submitted to the Commission on January 27, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: F. D. Morgan
L. H. Young
C. D. Matthis (SI&C)

19-1119 Minkler Ranch-Harvey Creek Sec., Fremont Hwy. (Grading & Paving) 1966

#6768

SEP 26 1966

6768

September 23, 1966

Glens Falls Insurance Company
P. O. Box 2146
Portland, Oregon 97214

Gentlemen:

A post-final payment for $363.34 will be made to J. C. Compton Company on Contract No. 6768 for grading and paving the Minkler Ranch-Harvey Creek Section of the Fremont Highway in Lake County.

The total amount paid on this contract will be $171,918.12 including the post-final payment. Of the total $668.40 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk

cc J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Mayes-Hamilton Insurance
P. O. Box 117
McMinnville, Oregon

bcc C. H. Maison
Attn: John Herr

RECEIVED
AUG 29 1966
FOR FILING

9-1119

6768

August 29, 1966

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

On August 24, 1966, we wrote to you concerning release of final payment on Contract No. 6768 awarded to J.C. Compton Company for grading and paving the Minkler Ranch-Harvey Creek Section of the Fremont Highway in Lake County.

Final payment on this contract is $7,769.11 and the total contract amount is $171,554.78 including $668.40 for work performed under force account.

Very truly yours,

Floyd Csery, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc J.C. Compton Company
P.O. Box 86
McMinnville, Oregon

Hagan-Hamilton Insurance
Box 117
McMinnville, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
AUG 23 1966
FOR FILING

RECEIVED
AUG 23 1966
FOR FILING 19-1119
6768

August 22, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 15, 1966, on Contract No. 6768. The contract was with J. C. Compton Company and was for grading and paving on the Winkler Ranch-Harvey Creek Section of the Fremont Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 22 and that you concur in this procedure at the Commission meeting on August 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg fn

FORM C-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Minkler Ranch - Harvey Cr.		WEEK ENDING: July 16, 1966
		SECTION PREFIX: 19-1119
HIGHWAY: Fremont		COUNTY: Lake
NAME OF JOB: Minkler Ranch - Harvey Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: J. C. Compton Co.	CONTRACT NUMBER: 6768	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: February 3, 1966	DATE WORK STARTED: March 4, 1966	ESTIMATED COMPLETION DATE: July 15, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 145	CALENDAR DAYS USED 143
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99
PROJECT AUTHORIZATION: $184,667.62	ENGINEERING AUTHORIZATION $13,131.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $171,535.70	ENGINEERING COST TO DATE $14,268.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $173,275.35	PERCENT OF AUTHORIZATION 109 %	DATE PROJECT WAS COMPLETED: July 15, 1966
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100		100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.37	3.37			3.37
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.37	3.37			3.37
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1936 hrs	25,900 tons			9,000 tons
TOTAL QUANTITIES CORRECTED TO DATE	1932 hrs	25,588 tons			9,326 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1932 hrs	25,588 tons			9,376 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
Ford tractor with driver, used for installing W-2 way Sight Posts.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days Charged CAUSE OF DELAY
SUNDAY	Clear - Warm			1 Routing
MONDAY	Clear - Warm			1
TUESDAY	Clear - Warm			1 Bond
WEDNESDAY	Clear - Warm			1 Barbee
THURSDAY	Clear - Warm			1 Glenn
FRIDAY	Clear - Warm			1
SATURDAY	Clear - Warm			1

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity on Project.
MONDAY	No Activity on Project.
TUESDAY	No Activity on Project.
WEDNESDAY	No Activity on Project.
THURSDAY	Two man crew installing W-2 Way Sight Posts.
FRIDAY	Sight Post crew completed installing sight posts, thus completing the project. Semi-final estimate submitted to Division Office.
SATURDAY	

REMARKS

SIGNED E.J. DUNN LOCATION Lakeview

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FEB 25 1966

FOR FILING

Salem, Oregon
February 24, 1966

Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

The BPR is withholding approval for credit the six State-financed Safety Improvement Projects which were on the January 27, 1966 letting (Request letter attached) as these projects were not on the list of Safety Projects furnished the BPR by Mr. Edwards.

The BPR has forwarded Mr. Edwards' tabulation to Washington for their approval and comments. They have also requested a decision regarding the approval of Safety Projects which are not included on the list.

L. H. Young
Office Engineer

RNC:mb

RECEIVED
JAN 26 1966
FOR FILING
Maint
Traffic
Gen

Spec.

January 5, 1966

Mr. L. V. Hansen
Division Engineer
Bureau of Public Roads
477 Customs Ho., U. S.
Salem, Oregon

Safety Improvement Projects (State)

Dear Sir:

In the recently completed Federal-Aid Secondary Improvement Projects. These projects were selected on the basis of roadway hazards determined by an inventory and study.

A copy of the Safety Improvement Project Data and one set of recommended Plan Details of the following Federal Aid projects, all of which are to be constructed in the County Of, Lake County.

1. Silver Lake-Bradville Secondary Section, of the Oregon U. S. Hwy. in Lake County. Estimated Cost. . . $.

2. Lost River Diversion Canal Bridge on the Klamath Falls-Malin Hwy. FAS-# in Klamath County. Estimated Cost. . . $.

3. Chewaucan River (Paisley) Bridge Section of the Fremont Hwy. FAP-16 in Lake County. Estimated Cost. . . $25,200.

4. Island City-Cenley Section of the Wallowa Lake Hwy. FAP-7 in Wallowa County. Estimated Cost. . . $10,900.

5. N. Unit, Thornburg-Moro Section of the Sherman Hwy. FAS-12 in Sherman County. Estimated Cost . . . $14,600.

6. Winter Ranch-Harvey Creek Section of the Fremont Hwy. FAP-16 in Lake County. Estimated Cost. . . $ 217,700.

We hereby request that the above be given credit for these various Projects on the Basis (Number of the Overall Job) Plan. The total estimated cost of the aforesaid is . . . $17,1 .

Very truly yours,

Harold Cooper
State Highway Engineer

by

L. N. Jones
Office Engineer

RNC:dc

cc: F. D. Klaboe
L. E. George
E. L. Gifford
E. H. Chase

Minkler Ranch-Harvey Creek Sec

SAFETY IMPROVEMENT PROJECT

Date January 1966 Highway Fremont

Route No. FAP 16 Highway No. 19 M.P. 83.0 to M.P. 86.0

Urban ☐ Rural ☒

Accidents from 1-63 to 11-65 Average Daily Traffic 320

Total Accidents 2 Persons Injured 1 Persons Killed 0 Accident Rate 2.58

Design Speed - No. Lanes 2 Parking - Type Terrain -

Alignment: Horz. - Vert. - Shoulders 2' gravel

Type of improvement Widen and repave existing 20' roadway to provide a 24' roadway with 4' paved shoulders.

Estimated cost of improvement: $ ~~188,100.00~~ 217,710.00

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other _____ (State-City)

FAI ___

Remarks: The existing narrow roadway--two 10' traveling lanes--constitutes a hazard which will be reduced by this improvement. The increased shoulder width provided by this improvement should also serve to reduce the accident hazard on this section of roadway.

RECEIVED
FEB 7 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

19-1119

6768

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 4, 1966

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on February 3, 1966 awarded to you State Highway Contract No. 6768 for the following project:

Grading and paving on the Minkler Ranch-Harvey Creek Section of the Fremont Highway north of Lakeview in Lake County.

This award was based on your bid of $162,649.00 which was submitted to the Commission on January 27, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: F. D. Morgan
L. M. Young
C. D. Matthis (SI[illegible]C)

10-1139 Ranch Road (Reedsport) O'Xing 1966
Sec., Oregon Coast Hwy.
#6769 [redacted]

CPO 37474

RECEIVED
NOV 18 1966
FOR FILING

10-1139

6769

November 16, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 9, 1966, on Contract No. 6769. The contract was with Tom Lilleso Construction Co. and was for structure, grading, and paving on the Ranch Road (Reedsport) Overcrossing on the Oregon Coast Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be presented to you for confirmation at the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
L. R. Chandler

bg

RECEIVED
NOV 21 1966
FOR FILING
10-1139
6769

November 16, 1966

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6769 awarded to Tom Lilleho Construction Company for structure, grading, and paving on the Ranch Road (Reedsport) Overcrossing Section of the Oregon Coast Highway in Douglas County, was completed on August 9, 1966, and accepted by the Highway Commission on November 16, 1966.

Final payment in the amount of $3,771.79 will be released to the contractor after November 23, 1966. The total contract amount is $124,932.76 including $4,067.13 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Tom Lilleho Construction Company
P.O. Box 45
Reedsport, Oregon 97467

Ward Cook-Rodgers Insurance Co., Inc.
Title and Trust Building
Portland, Oregon
L.H. Young
C.H. Maison
Attn: John Herr

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Ranch Road(Reedsport)O'Xing	WEEK ENDING: October 21, 1966	
	SECTION PREFIX: 10-1139	
HIGHWAY: Oregon Coast	COUNTY: Douglas	
NAME OF JOB: Ranch Road (Reedsport) O'Xing	KIND OF WORK: Structure, Grading and Paving	
CONTRACTOR: Tom Lillebo Construction Company	CONTRACT NUMBER: 6769	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: February 14, 1966	DATE WORK STARTED: February 17, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 155	CALENDAR DAYS USED 155
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 145,170.93		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 135,126.33	ENGINEERING AUTHORIZATION $ 10,344.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 131,312.62	ENGINEERING COST TO DATE $ 14,158.31	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 2.8%	PERCENT OF AUTHORIZATION 137 %	DATE PROJECT WAS COMPLETED: August 9, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.25	0.25			0.25
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.25	0.25			0.25
TOTAL ESTIMATED QUANTITIES (CONTRACT)	13,000 cy	4,600 ton			750 ton
TOTAL QUANTITIES CORRECTED TO DATE	13,030 cy	3,756 ton			824 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	13,030 cy	3,756 ton			824 ton
AVERAGE DAILY QUANTITIES	84 cy	24 ton			5 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routine

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate was submitted to the Division Office October 19, 1966.

FINAL REPORT

Bobby D. Johnson, Res. Engr.
by G. A. Barnhart, Asst. Res. Engr.

SIGNED G A Barnhart LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP1248

RECEIVED
OCT 4 - 1966
FOR

10-1139

6769

#9

August 26, 1966

Tom Lillebo Construction Company
P. O. Box 45
Reedsport, Oregon 97467

Gentlemen:

The State Highway Commission at its meeting on August 25 considered your request for an extension of time on Contract No. 6769 for structure, grading, and paving on the Ranch Road (Reedsport) Overcrossing Section of the Oregon Coast Highway in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission increased the specified calendar days to 124 for the structural work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc L. R. Chandler
Bob Johnson
L. H. Young
F. D. Morgan
C. H. Malson

RECEIVED
AUG 19 1966
FOR FILING
10-11-66
6769

August 19, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 9
August 25, 1966 meeting

Gentlemen:

Tom Lillebo, contractor on the Ranch Road (Reedsport) Overcrossing of the Oregon Coast Highway in Douglas County, Contract No. 6769, requests an increase in the number of calendar days for the structure on this project.

The contract "Special Provisions" list two specified calendar days; one for the structure (120 calendar days) and one for the entire project (155 calendar days). The contractor exceeded the allowable calendar days pertaining to the structure work only.

Regrading work was required under an extra work order to revise the roadbed slopes under the structure location and the contractor was prevented from performing any structural work of any consequence due to lack of working space while this was being done. This delay amounted to nine calendar days. I recommend that the specified calendar days for structural work be increased to 124. This will eliminate all liquidated damages. The project was completed August 9, 1966.

This matter will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.
cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young

L. R. Chandler
DES:nh fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6769 Contractor Tom Lillebo Construction Co.

Highway Oregon Coast

Section Ranch Road (Reedsport) O'Xing

Kind of Work Structure, Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Delay caused by contractors performing additional grading at the Department's request prevented structural work.

Recommended for Approval:

Jay B Boyd
Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6769
Project designation	State (State-Federal)
Date awarded	Feb. 14, 1966
Work started	Feb. 17, 1966
Per cent completed	100 Aug. 9, 1966
No. of Workdays Allowed	Calendar Str. 120 All 155
No. of Workdays Used	Calendar Str. 124 All 155
No. of Added Workdays Requested	Calendar 4 0

State Printing 27019

E-320 (Rev.)—8M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 27, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 155 days to 126 161 days, within which to complete our Contract No. 6769, without the assessment of liquidated damages. The said contract is described as follows:

Ranch Road (Reedsport) Overcrossing

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

May 12 through 20, 1966, crews were involved with force account work requested by State Highway Engineer and could not proceed with contract work during this period.

Respectfully submitted,

TOM LILLEBO CONSTRUCTION COMPANY
Contractor

By William D. Lillebo
Secretary

CONSENT OF SURETY

Date August 3, 1966

We, FEDERAL INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

BY: George McClellan
Attorney-in-fact - George McClellan

(SEAL)

Resident Agent

ACKNOWLEDGMENT OF ANNEXED INSTRUMENT

STATE OF CALIFORNIA
CITY AND COUNTY OF SAN FRANCISCO } ss.:

On this 3rd day of August in the year one thousand nine hundred and sixty-six
before me, Bianca P. Pera, a Notary Public in and for the City and County of San Francisco, State of California, residing therein, duly commissioned and sworn, personally appeared George McClellan known to me to be the Attorney In Fact of FEDERAL INSURANCE COMPANY, the Corporation that executed the within instrument, and also known to me to be the person..... who executed the within instrument on behalf of the Corporation therein named and acknowledged to me that such Corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, in the City and County of San Francisco, the day and year in this certificate first above written.

Bianca P. Pera
Notary Public in and for the City and County of San Francisco, State of California

My Commission expires September 14, 1969

BIANCA P. PERA
NOTARY PUBLIC - CALIFORNIA
CITY AND COUNTY OF
SAN FRANCISCO

SF-669

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents. That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

Cecil O. West, George McClellan, Lawrence P. Dixon and L. K. Hall of San Francisco, California - - -

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1953 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIV.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking or other obligation as provided in such resolution or power of attorney."

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this 3rd day of AUGUST, 1966

L. Haynes
Assistant Secretary

FORM E-50 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1966

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer

B U I L D I N G

SUBJECT: Extension of Time
Ranch Road (Reedsport) Overcrossing
Oregon Coast Highway
Contract No. 6769

Attached is a request from Tom Lillebo Construction Company, contractor on the subject contract, for an increase in the number of specified calendar days for structure work from 120 to 126, without the assessment of liquidated damages. The contractor's request is based on force account work added to the contract which prevented him from performing his regular contract work.

The contractor was requested to reconstruct the cut slopes under the new structure after this had been excavated once, so that the bridge ends would match the slopes. Excavation under the bridge ends was originally constructed as per the plans. Due to a plan discrepancy, the bridge was shown some 2½ feet higher than the roadway grade adjacent. This difference, which caused the excavation to be too wide, was not discovered until after the excavation work and the bridge columns had been completed. This regrading work was done under an extra work order and due to the limited space available in the structure area this work required 9 calendar days to perform. During this time, the contractor was prevented from performing any structural work of any consequence because of the lack of working space. An extension of 9 calendar days can therefore be justified.

The contract special provisions established 120 calendar days for the structural work and 155 calendar days for all of the work. The structure was completed on July 9 at which time 124 calendar days had been used. The entire project was completed on August 9 at which time 155 calendar days had been used. The penalty for non-completion of the structural work within the specified number of calendar days amounts to $300 based on the penalty rate of $75 per day.

Based on the extra work performed by the contractor, in revising slopes, we recommend that the calendar days allowed for the structural work be increased from 120 to 124. This will eliminate all liquidated damages. This is a State project.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:nh

Attachments

cc: L. H. Young

RECEIVED
AUG 1 3 1966
OFFICE OF
STATE HIGHWAY ENG

RECEIVED
MAR 15 1966
FOR FILING

FORM E-30X—50K—1-66 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1966

10-11-37
6769

SUBJECT: Ranch Road Overcrossing Section
Oregon Coast Highway
Contract No. 6769

To: Mr. L. R. Chandler
Division Engineer
P.O. Box 1128
Roseburg, Oregon

Attention: H. H. Patterson

You requested information concerning appropriate procedures to follow in the matter of installation of concrete sidewalks in curbed areas on the subject contract.

A price agreement needs to be negotiated with the contractor in order to determine the exact amount involved. A notation should be made on the price agreement indicating that the City will reimburse the State for this work. A state force order also needs to be prepared indicating a credit to the State in the amount of the price agreement for this work. A letter from the City must also be included in this transaction indicating their agreement to reimburse the State for the cost of the work involved.

At the Right of Way Hearing in Springfield on March 9 Don Harwell handed Mr. Chandler a copy of a letter covering a similar circumstance in Division I.

If further information is needed please advise.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:nh

cc: F. B. Klaboe
L. H. Young
H. S. Cox

RECEIVED
MAR 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
MAR 7 - 1966
FOR FILING

4

March 4, 1966

Mr. [illegible]
Division Engineer
Bureau of Public Roads
177 [illegible] St., N. E.
Salem, Oregon

Safety Projects-
State Financed

Dear Sir:

[illegible] submitting data for five State-financed Safety Improvements listed below. The projects were selected on the basis of relative benefits as determined by engineering judgment and/or accident records. A copy of Safety Improvement Data for each project is enclosed.

1. White Bridge (S. Fork Coquille R.) Section of the Powers Highway F.A. 247 in Coos County. Estimated Cost $375,000.

2. Jack Rock-Antelope Creek Section of the I.O.N. Highway F.A. 513 in Malheur County. Estimated Cost $[illegible],000.

3. Alsea Curing Section of the Pacific Highway F.A. 674 in Lane County. Estimated Cost $350,000.

4. Cedar Hills Blvd. Interchange Section of the Sunset Highway F.A. 27 in Washington County. Estimated Cost $1,160,000.

5. Ranch Road (Umpqua Rest) Curing Section of the Oregon Coast Highway F.A. 2 in Douglas County. Estimated Cost $153,000.

We hereby request that the State be given credit for these Safety Projects on the first quarter of the over-all four year program. The total estimated cost of the five projects is $2,037,000.

[illegible] to [illegible] dated April 28, 1966 did not [illegible] at the January 27, 1966 [illegible].

Very truly yours,

[illegible] Cover
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

bcc.

cc: F. B. Klaboe
L. E. George
B. L. Gifford
R. N. Chase

RECEIVED
FEB 16 1966

FOR FILING
Hwy 10-1139
Safety
Sec 6769
Spec

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1966

SUBJECT: Proposed Highway Safety Improvement Projects

To: F. B. Klaboe
Asst. State Highway Engineer
B U I L D I N G

Transmitted, herewith, for your use in Safety Improvement Project programming are documentation data for the following projects:

South Fork Coquille River (White) Bridge Section, Power Highway, Coos County.
Jack Creek-Antelope Creek Section, I.O.N. Highway, Malheur County.
Woodworth Acres-Parkdale Section, Hood River Highway, Hood River County.
Pelton Dam Road-Agency Plains Section, Warm Springs Highway, Jefferson County.
McVay O'Xing Section, McVay Highway, Lane County.
Cedar Hills Boulevard Interchange Section, Sunset Highway, Multnomah County.
Ranch Road (Reedsport) O'Xing Section, Oregon Coast Highway, Douglas County.

The McVay O'Xing project is warranted on the basis of high accident experience. The Cedar Hills Boulevard Interchange project is justified on a combined basis of high accident incidents and engineering judgment. The remainder of the above listed projects are justified on the basis of engineering judgment.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

OBJ:djb
Enc.
cc: Tom Edwards

2-18-66
Orig. to Young
to handle
with BPR.

Ranch Road (Reedsport) O'Xing Section

SAFETY IMPROVEMENT PROJECT

Date February, 1966 Highway Oregon Coast

Route No. FAP 2 Highway No. 9 M.P. 213.2 to M.P. -

Urban ☐ Rural ☒

Accidents from - to - Average Daily Traffic 4800

Total Accidents - Persons Injured - Persons Killed - Accident Rate Indeterminate

Design Speed - No. Lanes - Parking no Type Terrain -

Alignment: Horz. - Vert. - Shoulders -

Type of improvement Construct grade separation structure at M.P. 213.2 and provide new traffic pattern.

Estimated cost of improvement: $ 153,000

PROGRAM

FAP	___	FASC	___
FAS	___	State	x
FAU	___	Other	_____ (State-City)
FAI	___		

Remarks: The lack of reasonably direct access to the elementary school from the developing residential area constitutes a potential accident hazard. The attached sketch indicates the present ADT pattern in the area and the proximity of the elementary school to the new home site area. Elementary school children have been observed crossing the Oregon Coast Highway in a direct line to their homes. This accident potential will be reduced by this improvement.

Trailer Court & New Homes

Limits St.

900

Frontage Road

PED B10

7200

4800

PED 537

S.P.R.E. COAST HWY.

Proposed Grade Separation

2400

UNION HIGH SCH.

ELEMENTARY SCHOOL

Longwood Drive

West City

REEDSPORT

22nd

NO SCALE

(4800) 1965 ADT

RECEIVED
APR 12 1966
FOR FILING
10-1139
6769

February 14, 1966

Jan 27
AGENDA
MAR 8 1966
4 D

Jon Lilleho Construction Co.
P. O. Box 45
Reedsport, Oregon 97467

Gentlemen:

The State Highway Commission on February 3, 1966, accepted your proposal for the Ranch Road (Reedsport) Overcrossing Section of the Oregon Coast Highway in Reedsport, Douglas County for the sum of $143,377.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6769.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

FORM E-123X 50M 9-64

RECEIVED
FEB 1 - 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND

ID-1139

6761

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
January 31, 1966

Mr. William Jayne
City Attorney
City Hall
Reedsport, Oregon

Dear Sir:

Attached you will find one revised option form in triplicate covering right of way and easement to be acquired in connection with Ranch Road (Reedsport) Overcrossing Section of Ranch Road in Douglas County.

The alignment was revised and the area reduced.

We are attaching four prints of map No. 7B-7-12 covering this area and bearing our date of January 27, 1966.

File No.	Name	Area
38970-A	Reedsport School District #105-C	0.8 Acre P 1 0.32 " P 2

Please have the attached option form properly executed; then forward to this office two copies of the option and the information sheet. Retain the extra copy of the option for your files.

Your earliest consideration in this matter would be appreciated as bids were received on this project at the January 27, 1966, bid letting and a satisfactory bid from Mr. Tom Lillebo was received. Upon receipt of a right of way clearance certificate (copies enclosed) this project will be clear for award.

Very truly yours,

H. S. Cox
County and City Engineer

by

Richard Unrein
Richard Unrein
Field Engineer

RECEIVED
JAN 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RU:eb
Att.

cc: Mr. L. C. Johnson, City Recorder, Reedsport - Douglas County Board of Commissioners
bcc: F. B. Klaboe — Earl Saling
L. R. Chandler — F. D. Morgan

FORM E-123X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH M. BRADLEY, MEMBER, ASCOLA
DAVID B. SIMPSON, MEMBER, PORTLAND

RECEIVED
JAN 18 1966
FOR FILING

10-1139

6769

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 17, 1966

Mr. William Jayne
City Attorney
City Hall
Reedsport, Oregon

File No. 38970, Option
Ranch Road (Reedsport) Overcrossing

Dear Sir:

Attached you will find an option form in triplicate covering right-of-way and easement to be acquired in connection with Ranch Road (Reedsport) Overcrossing Section of the Ranch Road County Road in Douglas County. The aforementioned is in accordance with the agreement dated December 14, 1965, under paragraph 6 of THINGS TO BE DONE BY STATE and paragraph 5 of THINGS TO BE DONE BY CITY.

We are attaching three copies of map no. 7B-7-12 covering this area and bearing our date of January 13, 1966; also attached is an information sheet which is to be completed.

Would you please have the attached option form properly executed; then forward to this office two copies of the option and the information sheet. Retain the extra copy of the option for your files.

Your earliest consideration in this matter would be appreciated as this project is scheduled for letting January 27, 1966. If we can be of assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

NOTICE OF ACCEPTANCE

By

Richard Unrein

Richard Unrein
Field Engineer

RU:mm
Att.

cc: Mr. I. G. Johnson, City Recorder

bc: F. B. Klaboe
Earl Saling
L. R. Chandler
F. D. Morgan

FORM S-90X—60M—1-65 SP°6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1966

To: Mr. C. H. Maison
O F F I C E

Attention: Mr. John Herr

SUBJECT: Advance deposit (Additional)
Cooperative Construction Project
Ranch Road Separation Structure
City of Reedsport & Douglas County

Attached is Warrant #100 in the amount of $12,500 from Douglas County as required by a pending agreement between State, Douglas County, and City of Reedsport for construction of subject project.

A previous warrant in the amount of $60,500.00 was submitted; however, estimated cost of project is now up to $150,000 rather than $125,000 and this additional sum represents County's portion of cost of project.

The project is on the bid letting scheduled for January 27, 1966, and is now clear for award if satisfactory bids are received.

D. N. Harwell

D. N. Harwell, Office Engineer
County and City Division

DNH:mm
Att.

cc: R. L. Potter
F. B. Klaboe
L. H. Young
F. D. Morgan
I. B. Merchant
L. R. Chandler

RECEIVED
JAN 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Morgan

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219, Court House
ROSEBURG, OREGON
97470

January 13, 1966

Mr. H. S. Cox
City & County Relations Engineer
Oregon State Highway Department
Salem, Oregon 97310

NOTED
DON HARWELL

Re: Ranch Road Coop. Const.
Oregon Coast Highway
No. 9 (U.S. 101)

Dear Si:

Herewith is a County Road Department warrent in the amount of $12,500.00 as Douglas County's share of the additional costs due to added detour and other contingencies. The County Commissioners do not feel obligated to furnish a sidewalk as suggested.

Very truly yours,

Al. H. May

Al. H. May
County Engineer

AHM/hb
enc.

RECEIVED
JAN 14 1966
ENGINEER
COUNTY & CITY DIVISION

cc: Kloboe - Moreau - Chandler

RECEIVED
JAN 10 1966
COMMISSIONERS
FOR FILING
10-1139
C.767

GLENN L. JACKSON, CHAIRMAN
The Dalles
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
January 7, 1966

NOTED
F. B. KLABOE

Douglas County Board of Commissioners
Courthouse
Roseburg, Oregon

Attention: Hon. Ray E. Doerner, Chairman

Ranch Road, Cooperative Construction
Oregon Coast Highway No. 9 (US 101)
Reedsport, Douglas County

Gentlemen:

Pursuant to our telephone conversation this date regarding the subject project pending between County, City, and State, we are requesting your consideration of the following matters:

The original estimate was approximately $125,000 and has been revised and raised to an approximately estimated cost of $150,000. The increase of cost is due primarily to revision of detour construction to ease the extremely tight connections to the existing highway from Longwood Drive (detour), partially within the city of Reedsport. This, along with the time element regarding completion of project prior to June of 1966, when the tourist season traffic will be starting to increase very much in this immediate vicinity, has caused this increase in cost.

The $150,000 estimate does not include the cost of sidewalks along the southeasterly side of Longwood Drive between the grade school and high school. The additional cost of this sidewalk is estimated to be approximately $3,000 and shall be borne entirely at expense other than State's, presumably by the County. If this does not meet with the approval of County, we request a letter indicating such and the walk will be eliminated from the plans of the project. The State's policy has been to replace walks disturbed by construction but not to construct additional walks.

In regard to the $25,000 increase in cost and as per the agreement of December 14, 1965, the State and County are to share the cost of project over $4,000 (City of Reedsport's participation); therefore, the County is requested to forward a check or indicate that they will stand one-half of the additional cost, i.e. $12,500.

Please consider this matter at your earliest convenience and reply as requested as it is proposed to accept bids on this project on January 27, 1966.

Very truly yours,

H. G. Cox
County and City Engineer

O.N. Harwell

By: D. N. Harwell
Office Engineer

bc: R. L. Porter F. B. Klaboe
Forrest Cooper Tom Edwards
F. D. Morgan Ivan Merchant
L. R. Chandler

DNH:mm

DEPARTMENT
RECEIVED
DEC 29 1965
LIBRARY

10-1139
6769

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

December 28, 1965

Routing
Morgan
Docker
Bond
Darboe
Walker
Glenn
Swan
Peasy
Morelock
Trout
Scott
Wills
Litchfield
Olson

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DEC 29 1965
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letters of December 10, and December 22, 1965 which had reference to the following prospectuses:

"Geary Ranch-Green Springs Junction Section, Lake of the Woods Highway, Klamath County."

"Ranch Road Section, Oregon Coast Highway, Douglas County."

This agency has no objection to the proposed construction outlined in either of the above prospectuses. We appreciate the opportunity to review these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski .

R. O. Koski
Chief of Liberations

ROK:dm

12-29-65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
L. R. Chandler (2)
J. F. Putnam (2)

fp

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DEC 30 1965
FOR FILING
10-1129
6769

COMMISSIONERS:
HERMAN P. [illegible], BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

December 27, 1965

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Paste
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 28 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following titled prospectus for a location survey transmitted to us by your letter dated December 22, 1965 has been examined.

Ranch Road Section, Oregon Coast Highway,
Douglas County.

There seems to be no stream involved in this project, therefore we have no official comment and the project is approved.

Sincerely,

Edw K Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

NOTED
F. B. KLABOE

cc: Oregon Game Commission

12-28-65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. R. Chandler (2)

fp

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DEC 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 29 1965
FOR FILING

10-1171

6767

12-31-65

Prefix No. 10-1493

LOCATION PROSPECTUS
RANCH ROAD SECTION
OREGON COAST HIGHWAY
DOUGLAS COUNTY

HIGHWAY: Oregon Coast, State Primary No. 9, Federal-aid Primary No. 2.

TERMINI: Structure located at M.P. 213.2, approximately 0.5 mile west of the intersection of Longwood Drive and the Oregon Coast Highway. There will also be approximately 0.3 mile of construction on Ranch Road which will cross under the Oregon Coast Highway at this point.

LENGTH: The overall length of the project is approximately 0.3 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the construction of a new structure on the Oregon Coast Highway and construction of Ranch Road on new alignment. This will be a special agreement project between the State, City and County. There will be a minor change, if any, in the grade on the Oregon Coast Highway. The new alignment of Ranch Road will connect an existing frontage road and Longwood Drive. No formal reconnaissance has been made. Soils investigations will be conducted. Drainage studies will be made and any problems resolved. An economic analysis is not needed. There are no airports involved. A portion of this project is within the Reedsport city limits .

CHARACTERISTICS: 1965 estimated ADT 500; projected ADT 1,500.

STANDARDS: Class "B", maximum curvature 5 degrees, maximum grade 5 per cent. Deviations from State and AASHO standards are anticipated by the increase in curvature.

TYPICAL SECTION: Two 12-foot travel ways with 10-foot shoulders.

BRIDGES: The structure on the Oregon Coast Highway will have a 44-foot horizontal clearance.

ACCESS: No access control on Ranch Road.

NOTED
R. L. PORTER

BASE DESIGN: The tentative design for construction of Ranch Road is:

Paving	3-1/2"	A.C.
Top Course Base	2 "	Leveling
Bottom Course Base	11 "	Coarse Crushed
Total Depth	16-1/2"	

MATERIAL SOURCE: Investigations for suitable material sources will be made during the survey and referenced to the project.

ADDITIONAL FACILITIES: There are no railroads or interchanges involved.

AGREEMENTS: An agreement with the County and City has been consummated.

PARKS: None affected.

December 21, 1965
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
DEC 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

UMPQUA RIVER

Project

Leeds Island

UMPQUA

Coast

Scholfield

REEDSPORT CITY LIMITS

RANCH ROAD

HIGHLAND DR.

ARTHUR

LOCUST

PARK CT.

GARDENA AVE.

BOWMAN RD.

COAST HWY.

NOR. OREGON

Prospectus Map
Ranch Road Section
Oregon Coast Hwy.
Douglas County
1965

10' — 12' — 12' — 10'

Typical Section for Structure

10' — 12' — 12' — 10'

Typical Section for Ranch Road

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JAN 20 1966
FOR FILING

10-1139
6769

MISC. CONTRACTS and AGREEMENTS No. 2944

December 17, 1965

Agenda Item
4h
12-14-65

Board of Commissioners
Douglas County
Courthouse
Roseburg, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Cooperative Construction Agreement covering construction of an underpass on Oregon Coast Highway at what is known as Ranch Road.

A fully executed copy of the Cooperative Construction Agreement has been sent to the City of Reedsport for their records and one copy has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: City of Reedsport
H. S. Cox
Attn: Richard Unrein
(Conformed Copy)

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DEC 6 - 1965
FOR FILING

10-1139

6769

December 6, 1965

Oregon State Highway Commission

Gentlemen:

For several years, there has been a continuing request from the City of Reedsport for the construction of an underpass on the Oregon Coast Highway at what is known as Ranch Road. This is near the westerly city limits and in the vicinity of the high school.

The project is largely of local interest but due to expansion and development in this part of Reedsport, it is worthy of consideration. The City has agreed to pay $4,000 of the $125,000 estimated cost and Douglas County has offered to contribute 50 per cent of the remaining cost, provided the Highway Commission will cooperate with a like amount, which would be $60,500 each. Because of the strong local interest and the cooperation of the City and the County, I recommend that this project have your approval and that it be made a part of next year's State Construction Program.

An agreement has been prepared between the City of Reedsport, Douglas County, and the Highway Commission which will be presented at the December 14 meeting. I recommend that it have your favorable consideration and that you authorize the Secretary to sign the agreement in your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Kraude
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
L. R. Chandler
L. H. Young
H. S. Cox
C. H. Maison

RLP:ms fn

RECEIVED
DEC 3 - 1965

FORM H-30X—60M—1-65 SP 6418.734

FOR FILING
10-1139
676'1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 1, 1965

To: Mr. C. H. Maison
O F F I C E

Attention: Mr. John Herr

SUBJECT: Advance Deposit
Cooperative Construction Project
Ranch Road Separation Structure
Oregon Coast Highway No. 9
City of Reedsport (& Douglas County)

Attached is a check in the amount of $4,000 from the City of Reedsport as required by a pending agreement between the State of Oregon, Douglas County, and City of Reedsport for construction of subject project.

Richard Unrein

Richard Unrein, Field Engineer
County and City Division

RU:mm
Att.

cc: F. B. Klaboe
L. H. Young
F. D. Morgan
I. D. Merchant

NOTED
F. B. KLABOE

RECEIVED
DEC 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 18 1965

FOR FILING
10-1139

6169

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1965

To: Mr. C. H. Maison
O F F I C E

Attention: Mr. John Herr

SUBJECT: Advance deposit
Cooperative Construction Project
Ranch Road Separation Structure
Oregon Coast Highway No. 9
City of Reedsport & Douglas County

Attached is Warrant #48138 in the amount of $60,500.00 from Douglas County as required by a pending agreement between the State of Oregon, Douglas County, and the City of Reedsport for the construction of subject project.

Richard Unrein

Richard Unrein, Field Engineer
County and City Division

RU:mm
Att.

cc: F. B. Klaboe
L. H. Young
F. D. Morgan
I. D. Merchant

RECEIVED
NOV 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 12 1965
FOR FILING
10-1139
6769

October 11, 1965

Mr. William Jayne
City Attorney
City of Reedsport
Reedsport, Oregon

Re: Proposed Underpass
Reedsport, Oregon
Highway 101

Dear Mr. Jayne:

Thank you for your letter of September 13 outlining the proposed distribution of costs for a grade separation structure between the school district and International Paper Company property south of Reedsport.

We will proceed to draw up an agreement covering the points outlined in your letter. When it has been executed by all the contributors, we will forward it to the State Highway Commission for their decision. In this regard, you will be hearing from Mr. H. S. Cox in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klobes
Assistant State Highway Engineer

FEK:bfb bg

cc: Hon. Elmer Metzger, Douglas County Commissioner
Hon. Gaylord Vaughn, Mayor of Reedsport
Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
I. D. Marchant
H. S. Cox - Please proceed as outlined above.
L. R. Chandler

ADT 1964 4250 proj factor 2½ = 10,625 —
1.9 = 8,000 +

WM. JAYNE
CITY ATTORNEY

H. M. McL[illegible]E
CHIEF OF POLICE

J. A. UNGER
MAYOR

TOLLEFSON
WATER SUPT.

I. G. JOHNSON
RECORDER

4 lane bridge $200,000
(State Cont.)
2 lane bridge 125,000.
(if old road used as detour)

need estimate
Banks proposal

CITY OF REEDSPORT

REEDSPORT, OREGON
September 30, 1965

Appurtenant
10-5-65

REFERRED TO
Cox - Morgan
ASST. STATE HWY. ENGR.

net proj. cost.

Mr. F. B. Klaboe
Assistant Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Re: Proposed Underpass, Reedsport, Oregon, Highway 101

Dear Mr. Klaboe:

I have had several discussions with Mr. Cox in regards to the above matter and believe that all matters are now resolved and that this project should now be ready to proceed.

As you will recall, the City of Reedsport agrees to pay $2,000.00 towards the cost of the construction and to furnish all necessary rights-of-way. The School District has agreed to give the right-of-way necessary on its property and John K. Hubbard has agreed to give the rights-of-way necessary on any of his property. These are the only two rights-of-way necessary so this matter has been completed.

International Paper Company has agreed to pay $2,000.00 towards the cost and I am authorized by them to again guarantee this amount towards the project.

The remaining cost of the project is to be borne equally between the Highway Commission and Douglas County, Oregon.

As you are aware, we feel that this is a most vital project from the standpoint of safety and we would appreciate everything that can be done to expedite the construction of this underpass and road.

If I can be of any further assistance or answer any further questions, please feel free to call on me. I would appreciate hearing from you in regards to this matter at your earliest convenience.

Very truly yours,

CITY OF REEDSPORT

By William Jayne
City Attorney

RECEIVED
OCT 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

WJ/gp
cc: Elmer Metsker
Mayor Vaughn

RECEIVED
OCT 4 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 14 1965

10-1139
67698/27/65

MEMO TO FILES

RE: Ranch Road Grade Separation (Reedsport)
Oregon Coast Highway
Douglas County and City of Reedsport

August 26th, along with Mayor Gaylord Vaughn, City Manager and Recorder I. G. Johnson, and City Attorney William Jayne, I inspected the City- and County-proposed Ranch Road grade separation project.

Both City and School Board have requested that the proposed road be moved westerly where it runs through the school property. As a result of the field inspection the above-mentioned personnel were of the opinion that Ranch Road should enter the 60' wide easement at right angles and approximately at "Raynes #199656" easterly property line. City requests that "project" extend to "Old Oregon Coast Highway" (which is now a county road). This would mean widening and minor alignment change from Raynes property to Old Oregon Coast Highway (which is a paved street).

Financing was again mentioned. City will put up $2,000. This will be matched by International Paper Company with another $2,000. Douglas County (so they informed me) has written that they will pay 50% of the remaining cost. School Board has indicated that they will contribute all necessary right-of-way and the City will bring pressure to bear on Mr. Hubbard and force "dedication" of the 60' wide easement.

Should the State find itself in dire straits for its share of funds it would be possible to end the project where the new alignment enters the 60' wide easement. This would eliminate approximately 500' of construction. City, of course, is not enthusiastic about this idea but would accept in case of necessity.

The State Board of Forestry might also be approached for participation as this project will greatly benefit them.

H. S. Cox
County and City Division Engineer

HSC:mm

NOTED
SEP 1 1965

RECEIVED
SEP 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—7-64 SP°6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

B&L
9-1

Salem, Oregon 97310
August 9, 1965

SUBJECT: Separation of Ranch Road,
Highway 101
Reedsport

To:

Mr. H. S. Cox
County-City Engineer
B U I L D I N G

Reference is made to your memo to the files (undated) concerning meetings held with the Douglas County Court and with the City Manager of Reedsport. In your letter, you make reference to the proposal as "our" proposal. I am sure that you realize that the State is somewhat lukewarm to it and it is by no stretch of the imagination "ours".

However, you should continue your efforts to get as much contribution as you can out of the other various interested parties. When you have something firmed up, please advise us further so that we may transmit the request to the Commission for action.

F. B. Klabee
Assistant State Highway Engineer

FBK:erb

RECEIVED
AUG 1 - 1965

10-1139

6769

MEMO TO THE FILES:

Thursday, July 29, I met with Mr. Elmer Metzger and discussed with him the proposal for the continuation of Ranch Road under Highway 101 in the Reedsport area. Mr. Metzger reiterated the County's willingness to put up 50% of the cost of the project up to $50,000. Computation of County's share would be after City's and other donations were deducted from the total cost of the project. I then reminded Mr. Metzger that the estimated cost was $125,000 for the project. He then indicated that he thought the Board would possibly go to $60,000.

July 30th I contacted Mr. I. G. Johnson, Recorder and Acting City Manager of Reedsport. He stated that the City would contribute $2,000 for the project and that International Paper Company would match City's contribution. He also indicated that City would arrange for right of way. Mr. Johnson could not guarantee the right of way however. Approximately 600 feet of the presently proposed alignment is on school property and approximately 230 feet is on privately owned property that is being used for street purposes. The school will give right of way for the new project and if too much trouble is encountered in using the private property the school will give additional land.

I also contacted Mr. W. A. Burdick and he gave the same story as Mr. Metzger and Mr. Johnson. He did, however, add one point of interest and that was that the school desires the alignment be moved as far west as possible. By moving the proposed alignment westerly, a lesser amount of school property would be severed. I am sending a xerox copy of this area to Mr. Burdick and he will feel out the school board on the present proposal.

In summation, the financial picture at the moment appears as follows:

Total Project Estimate	$125,000
Contribution by City and I. P. Company	4,000
	121,000
Possible Douglas County contribution	60,000
Unsubscribed amount	$ 61,000

Mr. Burdick also stated that he had contacted the Gardiner Methodist Church and they have indicated that they would donate enough right of way for connection of the frontage road northerly of Highway 101 to Ranch Road.

H. S. Cox
County and City Engineer

NOTED
R. L. PORTER

RECEIVED
AUG 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

HSC:eb

cc: F. B. Klaboe
D. J. Barbee
R. L. Porter
L. R. Chandler

RECEIVED
JUL 29 1965
Engineering
10-1139
6769

Salem, Oregon 97310
July 29, 1965

Proposed Ranch Road
Overcrossing, Reedsport,
US101

Mr. H. S. Cox
County-City Engineer
B U I L D I N G

I am enclosing copies of letters from the Douglas County Board of Commissioners, Mr. W. A. Burdick, Chairman of the Reedsport Chamber Roads Committee, Mr. Glenn L. Jackson and Mr. R. L. Porter concerning requests that the State Highway Department participate in the construction of an overpass structure near the southwest city limits of Reedsport.

This improvement has been requested by various people over the past ten years. The proposal made by the County is that they contribute to a maximum of $50,000 with other agencies involved picking up the remainder of the estimated cost of $125,000.

Please make it an early matter to visit the Douglas County Court and get their ideas of how the remainder of the money should be apportioned; then visit the people in Reedsport involved, and I would suggest that you start with Mr. Burdick and ascertain whether or not they are willing to contribute to the cost. I think you should also feel out Mr. Burdick or the city officials of Reedsport on the possibility of including the International Paper Company as a contributor to the facility.

I would like a report on this matter in about a weeks time.

Enclosed also is a copy of a map showing the plan as designed by our Construction Division.

F. B. Klaboe
Assistant State Highway Engineer

FBK:mrb
Enclosure

cc: Mr. F. D. Morgan

RECEIVED
JUL 27 1965
FOR FILING

Conrad
Appleton
Hubbard

July 26, 1965
Salem, Oregon

Mr. F. B. Klaboe
Assistant State Highway Engineer

O F F I C E

We have for some time been presented with requests from the City of Reedsport to construct an underpass through the Coast Highway near the westerly city limits. It has been estimated that an undercrossing structures of the present highway would cost about $56,000; a four-lane structure, about $92,000; and the cost of a roadway from the undercrossing southerly to the old highway, about $69,000.

We now have a letter from the Douglas County Commission which states that the County will pay half the cost up to $50,000 as its contribution toward the project.

By the record, the Highway Department has no obligation in this matter; however, since a request has been made, I would like for you to contact the Douglas County Commission. This can be done at your convenience and will you please check with me relative to it.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

OFFICE OF THE
COUNTY COURT

TELEPHONE: ORchard 2-3311
EXTENSION 21

COUNTY OF DOUGLAS

COURTHOUSE
ROSEBURG, OREGON

July 19, 1965

REFERRED TO
Admin
BY SECRETARY

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

Last October 15th the Douglas County Court advised you that we were agreeable to a joint venture with the City of Reedsport, the State Highway Commission, and possibly private interests, for the building of an underpass just south of Reedsport on Highway #101. The county offer was to pay for half of the cost up to $50,000. This offer still stands. Due to the flood last December the project was temporarily postponed.

The Douglas County Board of Commissioners wishes to advise you that any effort you can now make toward the completion of this project will be appreciated.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
OF DOUGLAS COUNTY, OREGON

E K Metzger
Chairman

Ray E Boom
Commissioner

Commissioner

cc: Wm. Burdick
Reedsport, Ore.

RECEIVED
JUL 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

1789 Lincoln
Reedsport, Ore

LOWER UMPQUA CHAMBER OF COMMERCE REEDSPORT, OREGON

July 25 1965

Mr Glen Jackson
Chairman State Highway Com.
Portland.Oregon.

Dear Mr Jackson

While in Portland last Friday I called your office concerning the meeting on Oct. 15 1964 at which the Douglas County Court and others appeared to ask for an under pass on Highway 101 just south of Reedsport.

I would like very much to know what can be done at this time. I understand that the County Court has put $50,000 in this year's budget for this project in consideration of the urgent need for the safety of the children who would otherwise be crossing the Highway.

Three churches have been built this last year inthis area and preparations are being made for another right were this goes under the highway. The school is adding a$125,000 extension-- made necessary by the greater number of pupils.

I would appriciate your advice in this matter.

Very Truly Yours

W. A. Burdick
Chairman Roads Committee.

RECEIVED
JUL 27 1965
OFFICE OF
Glenn L Jackson

OFFICE OF THE
COUNTY COURT

TELEPHONE: ORchard 8-3311
EXTENSION 21

COUNTY OF DOUGLAS

COURTHOUSE
ROSEBURG, OREGON

July 19, 1965

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

Last October 15th the Douglas County Court advised you that we were agreeable to a joint venture with the City of Reedsport, the State Highway Commission, and possibly private interests, for the building of an underpass just south of Reedsport on Highway #101. The county offer was to pay for half of the cost up to $50,000. This offer still stands. Due to the flood last December the project was temporarily postponed.

The Douglas County Board of Commissioners wishes to advise you that any effort you can now make toward the completion of this project will be appreciated.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
OF DOUGLAS COUNTY, OREGON

E. R. Metzger
Chairman

Ray E. Bacon
Commissioner

Commissioner

cc: Wm. Burdick
Reedsport, Ore.

RECEIVED
JUL 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OFFICE OF THE
COUNTY COURT
JAN 1 4 1965

FOR FILING
10-1139
6769

TELEPHONE: ORchard 2-3311
EXTENSION 21

COUNTY OF DOUGLAS

COURTHOUSE
ROSEBURG, OREGON

January 11, 1965

Mr. Forrest Cooper
Oregon State Highway Engineer
Salem, Oregon

Dear Mr. Cooper:

In view of your explanation of the financial condition of the Highway Department due to the recent storm and flood, we can do nothing but agree to your request that for the present nothing be done on the Reedsport Underpass.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS
OF DOUGLAS COUNTY, OREGON

E. R. Metzger, Chairman

Ray E. Doerner, Commissioner

Stanford Buell, Commissioner

NOTED
R.L FORTER

RECEIVED
STATE HIGHWAY

RECEIVED
JAN 12 1965

FORM E-30 BOM 12-63 84676

FOR FILING

Court
App. Rds
Hubbard

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1965

SUBJECT:

To: MEMO TO FILE

On this date, I discussed a proposal to build a grade separation in the city of Reedsport with Elmer Metzger, County Commissioner of Douglas County.

It was Mr. Metzger's suggestion that in view of the recent severe flood damage in the state, particularly in Douglas County, that the matter be held in abeyance.

Forrest Cooper
State Highway Engineer

FC:fn

cc Commissioners
R. L. Porter
Victor D. Wolfe

Salem, Oregon
January 8, 1965

Mr. Forrest Cooper
State Highway Engineer

O F F I C E

At the November Commission meeting, a delegation from Reedsport, which included the Douglas County Court, asked the Commission for consideration of an underpass between a new urban development and the school area south of town. I think the area is now within the city limits of Reedsport and is on right-of-way formerly acquired from Russell Hubbard.

The cost of such a facility, provided traffic is maintained on the present road, would approach $200,000. This could be materially reduced if traffic could be detoured via the old route, which I do not feel would be practicable or acceptable. You may also recall that the Douglas County Court offered to pick up half the cost. However, I believe the offer came from members who are not now in office.

The delegation is entitled to an answer and I ask that you instruct me as to your and the Commission's wishes on the matter.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

RECEIVED
NOV 5 - 1964
FOR FILING
10-1139
1764

Salem, Oregon
November 4, 1964

Mr. Forrest Cooper
State Highway Engineer

International Paper Company
Development South of Reedsport
Request for Construction of Grade Separation and for Place on Agenda

Mr. Burdick, a retired druggist from Reedsport, was in this office approximately one week ago. He had sought an audience with Mr. Edwards but due to the latter's absence, he had settled for what was available.

Mr. Burdick was apparently operating as a one-man committee (possibly self-appointed) to instill new life and vigor into the previously requested grade separation proposal located midway between the last cross street in Reedsport and the rock cut approximately one mile farther toward Coos Bay.

This same proposal was gone into at some length last year. Originally a full interchange had been demanded at a location about 3000 feet southwesterly from the 22nd Street crossing. Contact with the local people by "Pop" Chandler persuaded them that an interchange would not answer their problems, but that a grade separation to provide safe travel between the school and church areas southeast of the highway and the new development in the International Paper Company area northwest of the highway might be what was needed.

Mr. Burdick stated that he had "assurances of financial cooperation" which consisted of two pledges of $2000 each toward construction of a grade separation structure, connecting roadways to existing streets from both ends of the structure, and moving and widening the existing frontage road northwest of the highway. Mr. Burdick also was quite certain that added right of way for the relocation of the frontage road could be obtained at a very low figure—possibly gratis. This property belongs, at least in part, to Mr. Hubbard, with whom we had much trouble in obtaining present right of way.

Mr. Burdick is requesting an audience with the Commission at the November 24 meeting, hoping to have members of the County Court present to carry on the presentation.

Copies of a 1" = 100' map showing what it is believed Mr. Burdick will present to the Commission are attached.

Cost of a four-lane structure will be $125,000, if traffic can be detoured over the old highway from the rock cut at the southwest end of this section to 22nd Street at the northeast end. If the structure must be constructed half-at-a-time, the cost would be nearer $190,000. It is assumed this would be a co-op project.

No estimate of roadways shown in green has been made; it is assumed to be a city street development problem.

Moving the frontage road northwesterly would be required if the highway were widened by two added lanes on the northwest side. The presence of BPA power lines on an easement abutting the frontage road virtually forces a move far enough to miss those lines on the northwesterly side. This would add to the conflict with Hubbard property.

I recommend a grade separation structure at Station 51+87, provided cooperation of at least 50 per cent can be obtained from City or County; also, that improvement of the frontage road and any required signalization at 22nd Street be on a 50-50 co-op basis.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

cc R. L. Porter

FOREST HILLS PLAT ACCESS

Oregon Coast Hwy.

Douglas County

1" = 100'

Install "No Parking 8:00 A.M. - 6:00 P.M. Schooldays"

Taper 1 in 20
55R
P.8+66
= 7+82.99
Oregon Sta
Board of Fo
Inst. No. 2

T. 22 S., R. 12 W., W.M.

Abandoned as State Hwy. Nov. 1951

Old - Oregon - Coast - Hwy.

Oregon State Board of Forestry Inst. No. 230589

Church of Latter Day Saints 200969

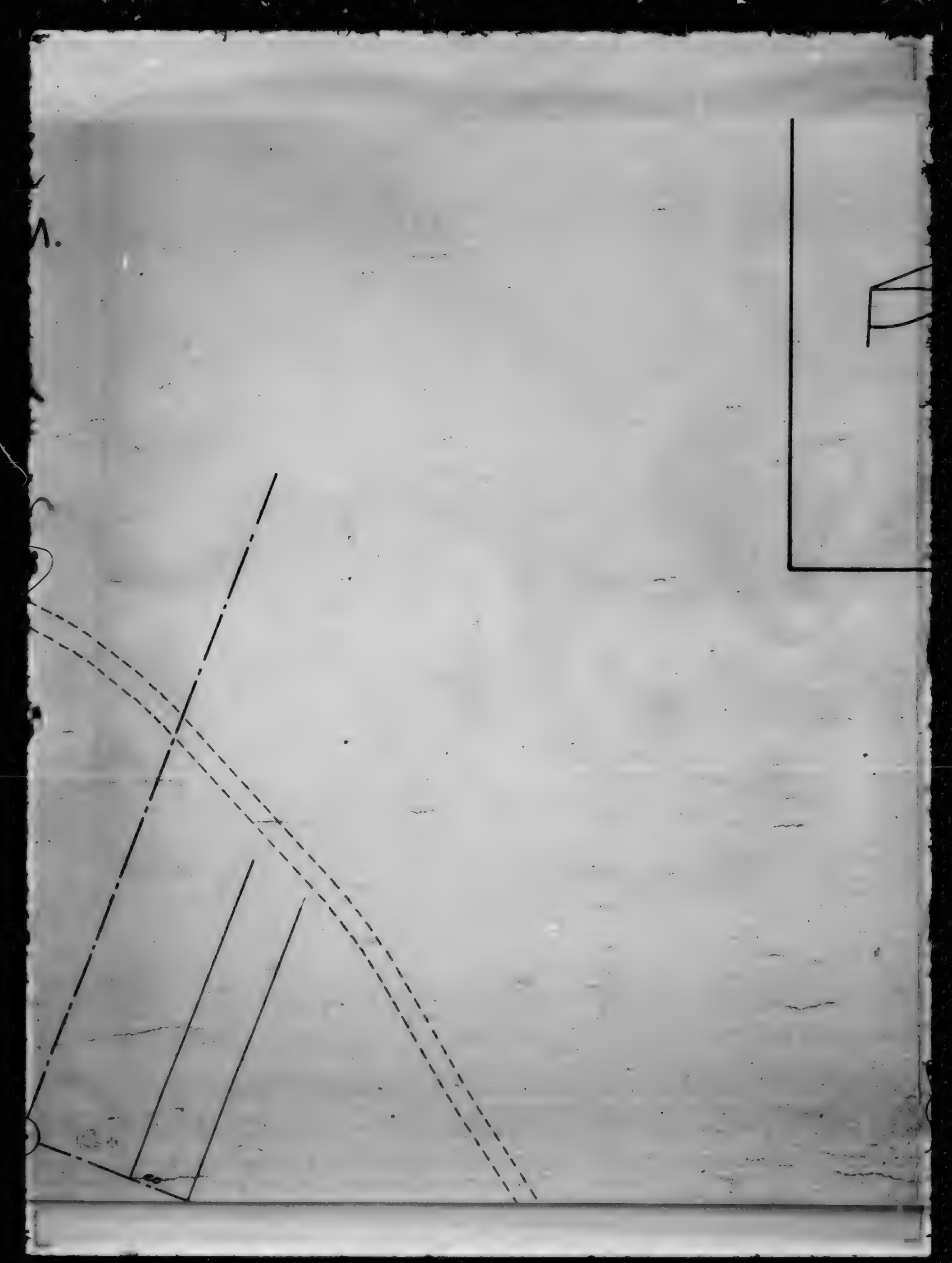
Raynes 199656

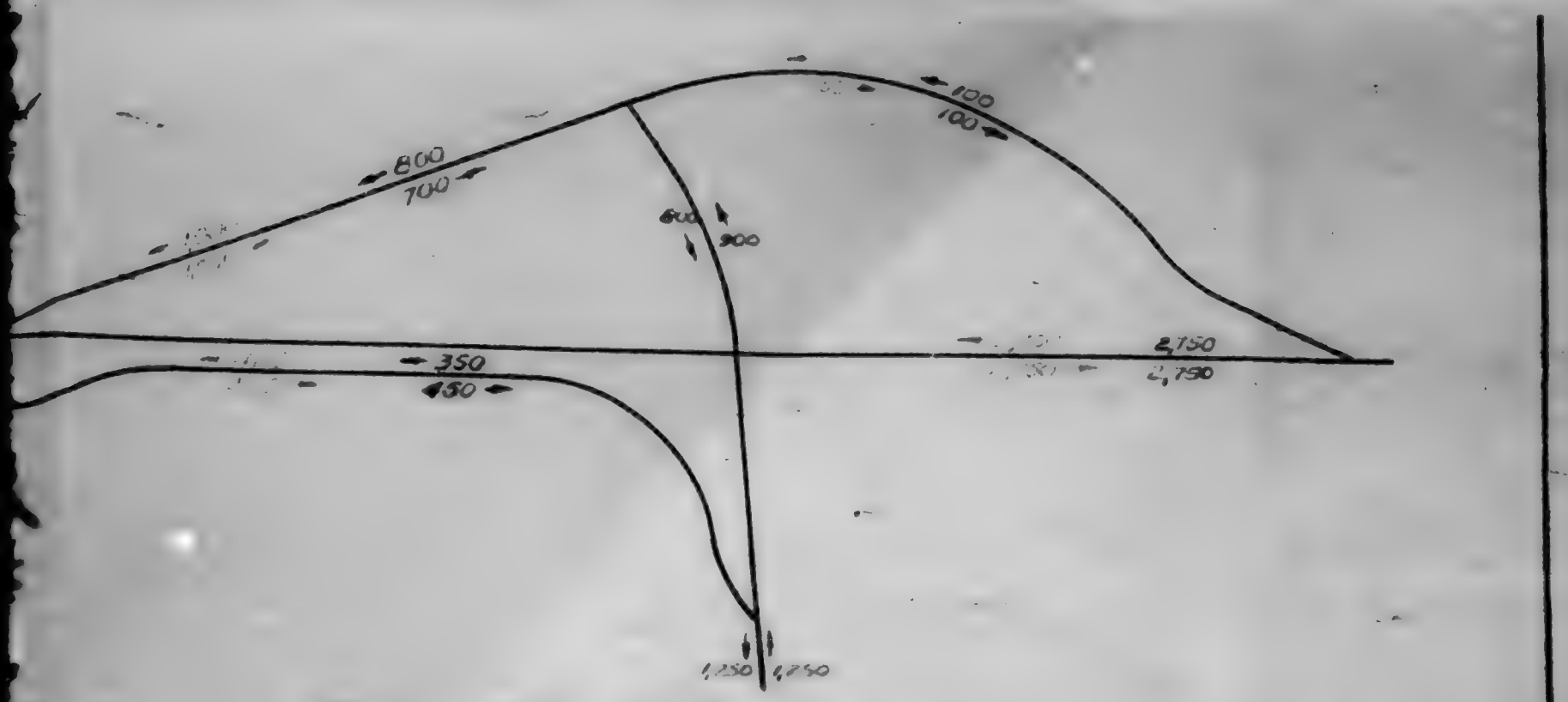
Hubbard 270370

0.98

55.2

102.2





Blue = 1963 A.D.T.
Red = After Construction A.D.T.

19+66.04 P.S.

20

REEDSPORT

Existing Dock

32

32

22 ND ST.

23+66.04 P.S.C.

42" S.

Tree "A" curb

25

25+44.37 P.C.S.

30

29744.37 Ft.

Shop

Union High School

25744.37 Ft.

Type 'A' Curb

K-4023-24

K-4024-24

Approx. P
S

R/W Line

16" Tr

35

40

Frontage Road

16' grave

BPA Poles

Position of existing
School Building

School District No. 105-C
Bk. 227, P. 98

14+42.02 P.T.

Δ = 18°07'
R = 1145.92'
T = 182.65'
L = 362.33'

" Transite Water Pipe in Place

45

50

ravel Surface

Hubbard's Private Rd.

Archdiocese of Portland
Inst. No. 208221

Toe of Fill Slope

Const. [illegible]

55

Existing 3'x3' R.C. Box Culvert

Toe of Fill Slope

55' R

RW Line

Structure ? W x 142'± L

55' R

RANCH ROAD

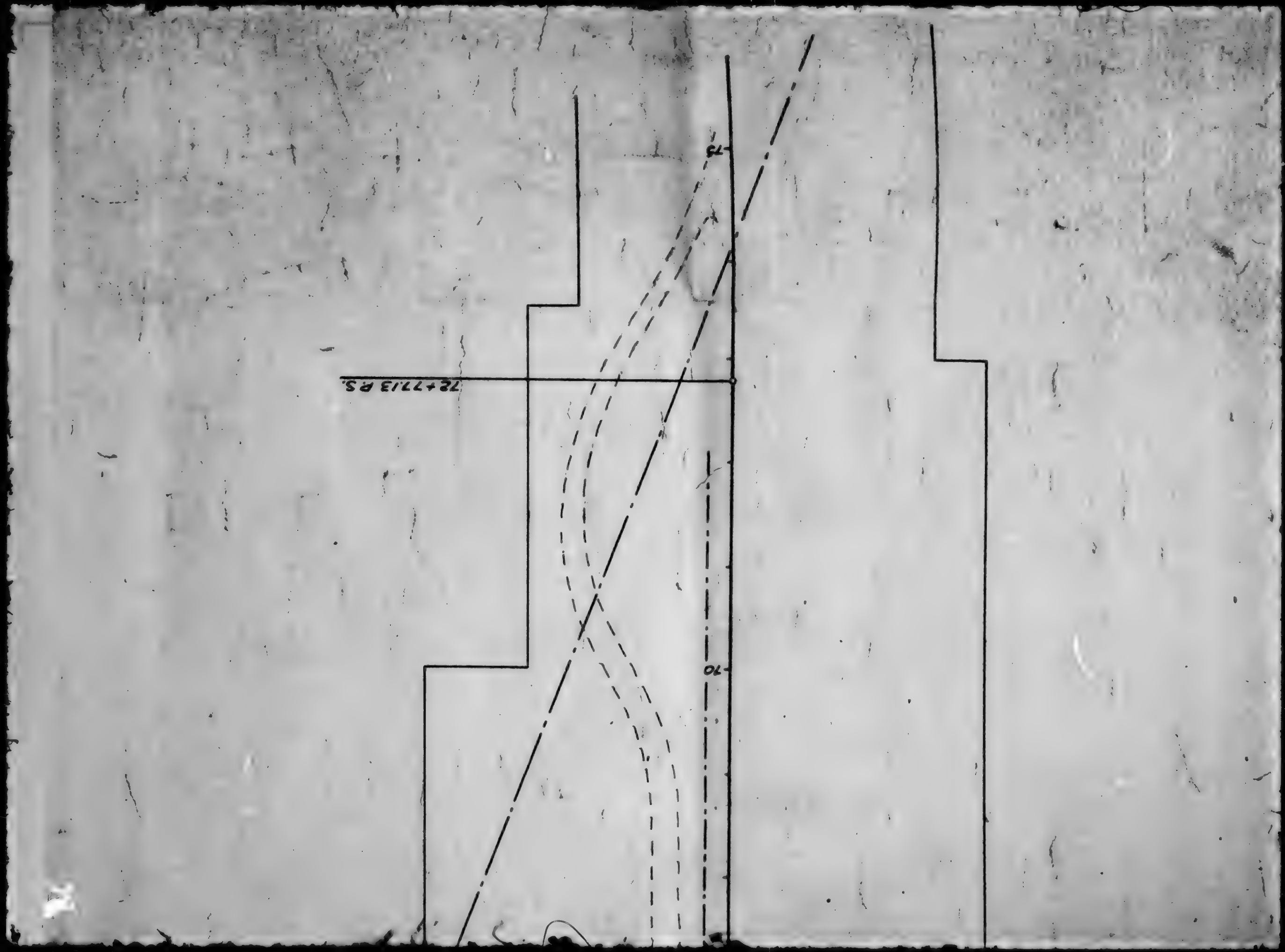
P 0+00.00 =
⊥ 0+00.00 =
= 514 BTGS POT.

International Paper Company's
"Forest Hills Plat"

Inst. No. 262590

60

65


72+77.13 P.S.
72
70

RECEIVED
OCT 28 1971
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 27, 1964

10-1139
6769

SUBJECT: International Paper Company Development south of Reedsport (Hubbard Access-Forest Hills Plat) Oregon Coast Highway - Douglas Co.

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

Enclosed is a sketch map of the Oregon Coast Highway from 22nd Street in Reedsport southerly to the rock cut, a distance of approximately 4,000 feet. Indicated is an existing 16-inch transit water line easterly of the highway, the existing frontage road westerly of the highway, and the Bonneville power line immediately westerly of the frontage road.

Shown in color is a design which would connect the International Paper Company's Forest Hill development with the old Pacific Highway by going under the existing Pacific Highway.

Cost, assuming a 2-lane facility on the Oregon Coast Highway and detouring traffic via the old highway, would be $125,000. If a 4-lane structure were to be built, half at a time so that the traffic could be handled on the existing road, the cost would be approximately $190,000 - $200,000.

If a 2-lane structure were to be built with traffic to be detoured over the old road, possibly prestressed, precast box girders could be used and built in the winter months when traffic drops from the 5,000+ ADT of summer to the 2,500 ADT of winter.

If a 4-lane structure were to be planned, the choice of side for widening would need to be carefully studied. At the rock cut the relocated old highway acts as a south entrance into Reedsport and is benched into the cut on the east side. Reedsport's water line is carried in the ditch of the new highway on the same side. On the other side a BPA line is at the top of the cut. In the flat the water line is on one side and the existing frontage road is tightly sandwiched between the highway and the BPA line on the other side. This frontage road runs southerly from 22nd to serve the Hubbard

NOTED
LLOYD P. SHAW

property and International Paper Company's development at this time, but the land abutting the frontage road for practically its entire length belongs to Mr. Hubbard and not International Paper. Moving this frontage road, possibly just westerly of the power line, would cost approximately $25,000 for construction. No estimate was made for the additional right of way. The present right of way was acquired by condemnation, access rights were taken, and the present frontage road was built to serve the Hubbard property. Repeated efforts have been made by Mr. Hubbard to get direct access to the present highway and it is believed he will not be particularly easy to deal with.

F. D. Morgan
Construction Engineer

By A. D. Olson
A. D. Olson
Urban Engineer

ADO:jp
Enclosure

PMT RSB 366 10-23-64 10:55AM

T EDWARDS

WIDENING OF FRONTAGE ROAD 22ND STREET SOUTH ON HIGHWAY 101 REEDSPORT HASBEEN COMPLETED TO 24 FEET OF AC. CITY HAS VERBALLY ACCEPTED IT.

WILL INSTALL SIGHT POSTS AND CENTERLINE STRIPE SOON.

CARL WILLIAMS

CDO3.

MINUTES OF SPECIAL MEETING OF
REEDSPORT CITY COUNCIL
September 21, 1964

At the special meeting of the Reedsport City Council held at 8:00 o'clock P.M. in the council chambers of the City of Reedsport the following members were present: Mayor, J. A. Unger, Councilmen Jason Boe, Gordon Murphy, Paul Hurlocker, Grover Woods and Leon Paull, the following Resolution was adopted:

> RESOLVED, that the City of Reedsport by and through its City Council does hereby agree to accept for maintenance the highway frontage road adjacent to Highway 101 from 22nd street to Ranch road upon the completion and repair by the Oregon State Highway Commission of said road with a road bed of not less than twenty-six feet with a paved surface of not less than twenty-four feet.

Dated this 21st day of September, 1964.

J A Unger
Mayor

ATTEST:

L D Johnson
Recorder

STULTS, JAYNE & MURPHY
ATTORNEYS AT LAW
416 S. E. Main Street, Roseburg, Oregon
and
Medical-Dental Building, Reedsport, Oregon

RECEIVED
OCT 27 1964
FOR FILE
10-1139
6769

Salem, Oregon
October 22, 1964

Mr. F. D. Morgan
Construction Engineer

International Paper Company
Development South of Reedsport
Grade Separation Proposal

Attention: D. J. Barbee

Mr. W. A. Burdick of Reedsport, operating apparently as a one-man, self-appointed committee to promote action on a grade separation at the subject location, was in my office and discussed at considerable length what his views were in regard to traffic needs at this point. He also has requested time on the November 24 agenda for a group which he hopes will include the County Court, as well as himself.

As discussed with Mr. Stoudenmeyer, October 22, Mr. Cooper will need material to support any recommendation he makes to the Highway Commission. This should include a map which will show the present highway and the old highway from approximately 22nd Avenue to the rock cut south of the International Paper Company development. The map should indicate the right-of-way limit, the position of the existing frontage road on the northwesterly side of the highway from 22nd Avenue southerly, and by a small insert, the typical section to which the frontage road was built and its relationship to the present highway. This typical section should reflect the condition near a proposed undercrossing site several hundred feet southerly from 22nd Avenue.

The map should also indicate a proposal which was basically designed by Division III and which connects the International Paper Company development with the older urban build up and includes at least one school on the southeasterly side of the highway.

Since the pitch to the Commission will probably be an overcrossing structure carrying the highway across the proposed connecting roadway, we should consider it as a long-term investment if it is to be undertaken and it should be on a four-lane basis. I believe you will find that four laning this section of highway would force relocation of the frontage between the proposed undercrossing and 22nd Avenue. This, in turn, would require more right of way.

These matters should be clearly indicated in our presentation for Mr. Cooper's use. It is self-evident that the subway structure, if built, should be designed not only for vehicles, but for pedestrians as well.

Will you please have this material worked up and available not later than November 5.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

RECEIVED
DEC 1 5 1964
FOR FILING

10-1139
6769

October 21, 1964

11:30 AM D

11-24-64

Douglas County Court
Courthouse
Roseburg, Oregon

Gentlemen:

Mr. W. A. Burdick was in this office on October 19 to request an appearance by himself, the County Court and Reedsport people before the Highway Commission at its next meeting, concerning construction of a pedestrian underpass on US101, just south of Reedsport.

He indicated that the Douglas County Court is interested in the underpass and asked that this letter be directed to you.

We have reserved fifteen minutes of time for the delegation, beginning at 11:30 a.m., November 24, 1964, in Room 419 of the State Highway Building in Salem.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Mr. W. A. Burdick
1789 Greenwood
Reedsport, Oregon

Commissioners
Forrest Cooper
R. L. Porter

FQ:fp

City 2000
Int Papers 2000
County misc 50
50% on balance

STATE HIGHWAY COMMISSION MEETING

Delegation Douglas County Court, W. A. Burdick of Reedsport, & others, re construction of a pedestrian underpass on US101, just south of Reedsport

Date Nov. 24, 1964

Time 11:30 a.m.

Name	City or Town	Capacity
Judge Jackson (speaker)	Roseburg	Judge of Douglas County
Tom Lillebo	Reedsport	Contractor
I. G. Johnson	"	City Recorder
W. ~~E.~~ A. Burdick	"	C of C
Elmer Metzger	Roseburg	County Comm. of Douglas Co.
Ray Doerner	"	Comm. Douglas Co.
Al May	"	Douglas County Engr.

RECEIVED
SEP 25 1964
FOR FILING
10-1139
6769

Salem, Oregon
September 24, 1964

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Frontage Road
22nd Street and Highway 101
City of Reedsport

International
Paper Co.

Please take steps to increase the width of the service road from 22nd Street southerly to the International Paper Company development to 26 feet, with a 24-foot paved surface thereon.

This should be done as a minor betterment item and must be done this year. We have an agreement with the City of Reedsport to assume the maintenance of this road when the work is done. You should, upon completion of the work, meet the City Engineer and get a letter of acceptance.

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc Forrest Cooper
R. L. Porter
E. S. Hunter
C. H. Maines

FORM E-90 BSM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 24, 1964

SUBJECT: Frontage Road
22nd Street and Highway 101
City of Reedsport

To: E. S. Hunter
Maintenance Engineer
Salem, Oregon

The subject of access to the International Paper Company's housing area in the southwesterly portion of Reedsport comes up from time to time in various forms. None of them, however, dispose of the question of the frontage road between 22nd Street and a proposed underpass in the vicinity of the new school.

I now have a letter from Mr. William Jayne, of the firm of Stults, Jayne and Murphy, of Roseburg, in which Mr. Jayne, on behalf of the International Paper Company, requests that we pave and repair this frontage road. Mr. Gunter has furnished me with a quick estimate to repair and improve this road and it amounts to $7500.00.

It is my recommendation that this road be improved with adequate width and surfacing depth together with an oil or paved surface. The road should be of high enough standard to carry a large housing development traffic for sometime.

I enclose copies of Mr. Jayne's letter, Mr. Gunter's estimate together with a proposed typical section, and a map which Mr. Jaynes furnished. I would appreciate a copy of this map or the return of the original.

I am today advising Mr. Jayne that the matter is being forwarded to Salem for study. Please note, however, that if it is intended that we pave it at this time that the paving crew is in the area now.

L. R. Chandler
Division Engineer

LRC:dlh
encl.
cc: F. D. Morgan

NOTED
J. A. PHILLIPS

FORM E-30X—500—12-60 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 21, 1964

SUBJECT: Frontage Road
22nd Street & Highway 101
City of Reedsport
Douglas County

To: L. R. Chandler
Division Engineer
Office

As per your verbal request is the estimate of cost to widen this Frontage Road from 22nd Street in Reedsport, south on the West side of the Highway 101.

As you know, this Frontage Road was constructed in 1952 for Mr. John Hubbard. Construction, as per Right of Way Agreement, to serve Mr. Hubbard was as per attached typical section. In the past two years development along this area has been rapidly increasing as a result of International Paper Company's purchase of most of the Hubbard property for residential and business development.

The Frontage Road is 2500 feet long and was constructed with a sub grade width of 20 feet, a 5 1/2 inch gravel surface was added with completed top width of 16 feet. Two years ago I placed an O-7 oil mat, mainly to keep down dust.

As you know, a 16 foot width is not adequate to allow proper passing of vehicles and as a result of International Paper's development, traffic has increased which has caused the roadway to break up and the traffic is using about 6 feet of area where no roadway was constructed and is becoming a maintenance problem; along with drawing public criticisim from the citizens of Reedsport.

To widen this road to 26 feet I estimate the following Cost:

GRADING	1,000	Cubic Yards	@	$ .50	=	$ 500.00
BASE COURSE	800	" "	@	3.00	=	2,400.00
LEVELING	125	" "	@	3.50	=	450.00
A.C.	400	Tons	@	10.00		4,000.00
						$ 7,350.00

This includes cost to patchout 3 short pot hole sections.

Approximately 6 feet of additional right of way is needed between Station 24 and 30. The remainder of widening will be on State Highway right of way. I see no problem in obtaining the needed right of way as in Mr. Jayne's letter of August 13, 1964, he indicated International Paper will give to the Highway Department extra land to do the necessary widening.

I presently have a Paving Crew in this area. If you desire to have this work done this summer, please let me know within the next two weeks.

ORIGINAL SIGNED BY
JOHN L. GUNTER

John L. Gunter
District Maintenance Superintendent

JLG:ss
Att.

ROBERT M. STULTS
WILLIAM JAYNE
EDWARD M. MURPHY

LAW OFFICES
STULTS, JAYNE & MURPHY
416 S E. MAIN STREET
P. O. BOX 216
ROSEBURG, OREGON
672-5523

REEDSPORT, OREGON
P. O. BOX 166
CR 1-2231

August 11, 1966

Mr. L. T. Chandler
Oregon State Highway Commission
1623 N. E. Cobb Street
Roseburg, Oregon

Re: Frontage Access Road - Highway "101" - Reedsport, Oregon

Dear Mr. Chandler:

I am writing to you on behalf of International Paper Company in regards to paving and retaining the existing access road that runs adjacent to Highway "101" and is reached from 22nd Street in the City of Reedsport.

As you know, International Paper Company has commenced a large residential development in this area and they would like very much to have the access road paved and retained at this time if at all possible.

In the last two years there has been constructed in the area reached by the access road, a 41 bed hospital, thirty two new homes, an 18 space trailer court, and two subdivisions with paved streets and all utilities in, for an excess of 100 more homes, plus a nine hole golf course and eventually a club house. With these new developments the road is under heavy use and in its present condition constitutes a grave hazard to both pedestrian traffic and vehicular traffic.

It is felt that since the highway paving crew is in the general vicinity, that would be a good time to get much needed work done.

International Paper Company is also willing to give to the Highway Commission extra land for right-of-way purposes if they desire to widen the frontage road.

I am enclosing a copy of a map prepared by International's engineers that may be of some assistance to you in this matter.

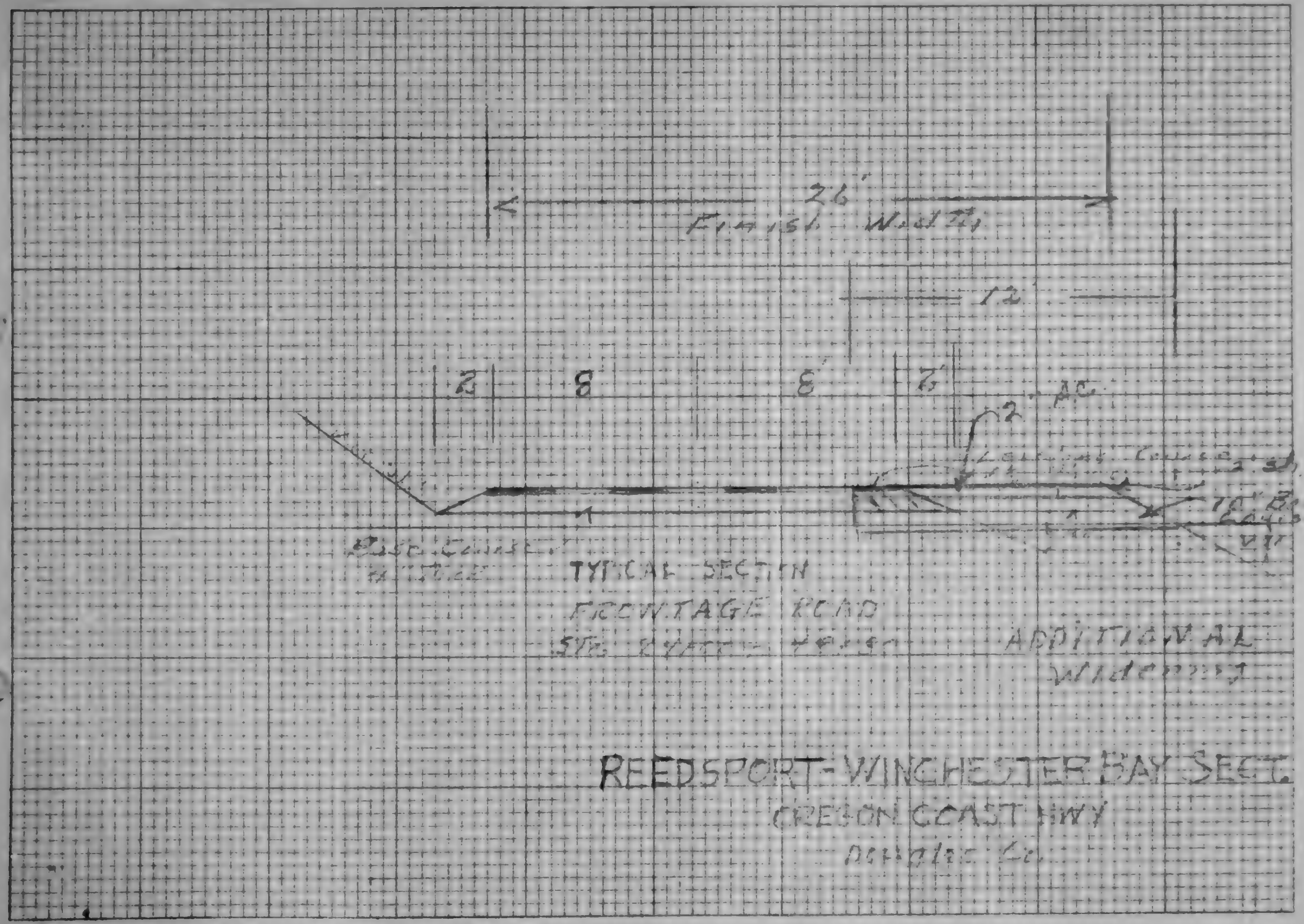
I would certainly appreciate your consideration of this request and would be most happy to discuss this matter with you personally.

Yours very truly,

[illegible], JAYNE & MURPHY

By William Jayne

WJ/ag
Encl.



REEDSPORT-WINCHESTER BAY SECT.

OREGON COAST HWY

L 179.1

File No. 17729

Right of Way
File No.
RW 12884

WARRANTY DEED

THIS INDENTURE WITNESSETH, That we, Russell J. Hubbard and Eva K. Hubbard, husband and wife, grantors, for the consideration of the sum of Twenty Three Thousand and 00/100 ($23,000.00) Dollars to us paid, have bargained and sold and by these presents do bargain, sell and convey unto the State of Oregon, by and through its State Highway Commission, the following described premises, to wit:

Parcel 1

A parcel of land lying in Sections 3 and 4, Township 22 South, Range 12 West, W. M., Douglas County, Oregon. The said parcel being a strip of land of variable widths extending from the West line of 22nd Street in the City of Reedsport to the West line of said Section 4 and lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 23+66.04, said Station being 804.5 feet South and 210 feet East of the Northeast corner of said Section 4; thence on a 1° curve left (the long chord of which bears South 7½° East 700 feet; thence on a spiral curve left (the long chord of which bears South 70° 08' 30" West) 400 feet; thence South 69° 17' 30" West 1100 feet; thence on a spiral curve left (the long chord of which bears South 66° 00' 30" West) 500 feet; thence on a 1432.4 foot radius curve left (the long chord of which bears South 55° 02' West) 224.6 feet; thence on a spiral curve left (the long chord of which bears South 40° 35' West) 300 feet; thence South 40° 35' 30" West 1269.17 feet to a point on said center line Station 95+04.23, said center line crossing the East line of said 22nd Street and the West line of said Section 4 approximately at Stations 24+15 and 88+05 respectively. Said Station 63+05 being 893 feet North of the West quarter corner of said Section 4.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on North side of center line	Width on South side of center line
23+66	29+44.37	60 feet	variable to existing highway
29+44.37	37+00	60 feet	110 feet
37+00	45+50	70 feet	110 feet
45+50	50+00	90 feet	110 feet
50+00	63+50	150 feet	150 feet
63+50	65+00	150 feet	300 feet
65+00	70+00	250 feet	300 feet
70+00	73+00	250 feet	200 feet
73+00	73+50	200 feet	200 feet
73+50	78+00	200 feet	150 feet
78+00	W. L. Sec.4	150 feet	150 feet

Except that part of said strip of land lying within the Northwest quarter of the Southwest quarter (NW¼ SW¼) of said Section 4.

The parcel of land to which this description applies contains 55.3 acres, of which 7.8 acres lie within the existing highway, title to which hereby is acknowledged to be in the public, and 32.5 acres lie outside of existing right of way.

File No. 17729 Right of Way File No. P.N. 12,197

WARRANTY DEED

THIS INDENTURE WITNESSETH, That we, Russell J. Hubbard and Eva M. Hubbard, husband and wife, grantors, for the consideration of the sum of Twenty Three Thousand and 00/100 ($23,000.00) Dollars to us paid, have bargained and sold and by these presents do bargain, sell and convey unto the State of Oregon, by and through its State Highway Commission the following described premises, to wit:

Parcel 1

A parcel of land lying in Government Lot 4, Township 22 South, Range 12 West, W. M., Douglas County, Oregon. The said parcel being a strip of land of variable width extending from the West line of 22nd Street in the City of Reedsport to the West line of said Section 4 and lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 23+66.04, said Station being 80.3 feet South and 331.[illegible] feet West of the Northeast corner of said Section 4; thence on a spiral curve left (the long chord of which bears South 74° [illegible] West) 400 feet; thence on a spiral curve left (the long chord of which bears South 70° 00' 30" West) 400 feet; thence South 69° [illegible] West [illegible] feet; thence on a spiral curve left (the long chord of which bears South 66° 00' 30" West) 500 feet; thence on a 14° [illegible] curve left (the long chord of which bears South 55° 02' [illegible]) [illegible] feet; thence on a spiral curve left (the long chord of which bears South 40° 39' 30" West) 500 feet; thence South 40° 39' 30" West 1161.17 feet to center line Station 96+[illegible].23, said center line crossing the [illegible] and Street and the West line of said Section 4 approximately [illegible] between Stations 84+15 and 85+05 respectively. Said Station 85+05 being 693 feet [illegible] West quarter corner of said Section 4.

The width in feet of the strip of land above referred to are as follows:

Station to Station	Width on North side of center line	Width on South side of center line
23+66 — 29+44.37	60 feet	variable to existing highway
29+44.37 — 37+00	60 feet	110 feet
37+00 — 45+50	70 feet	110 feet
45+50 — 50+00	90 feet	110 feet
50+00 — 63+50	150 feet	150 feet
63+50 — 65+00	150 feet	300 feet
65+00 — 70+00	250 feet	300 feet
70+00 — 73+00	250 feet	200 feet
73+00 — 73+50	200 feet	200 feet
73+50 — 78+00	200 feet	150 feet
78+00 — W. L. Sec.4	150 feet	150 feet

Except that part of said strip of land lying within the Northwest quarter of the Southwest quarter (NE¼ SW¼) of said Section 4.

The parcel of land to which this description applies contains 10.3 acres, of which 7.8 acres lie within the existing highway, title to which hereby is acknowledged to be in the public, and 32.5 [illegible] outside of the existing right of way.

Parcel 2:

A parcel of land lying in the Northeast quarter of the Southeast quarter (NE¼ SE¼) of Section 5, Township 22 South, Range 12 West, W.M., Douglas County, Oregon. The said parcel being that portion of said Northeast quarter of the Southeast quarter (NE¼ SE¼) included in a strip of land 300 feet in width, 150 feet on each side of the center line of the Oregon Coast Highway as said highway is now relocated, which center line is described as follows:

Beginning at Engineer's center line Station 84+99.21, said Station being 660.95 feet South and 1[illegible].54 feet East of the East quarter corner of said Section 5; thence South 46° 35' 30" West 1000.79 feet to Station 95+00, said center line crossing the East and South lines of said Northeast quarter of the Southeast quarter (NE¼ SE¼) approximately at Stations 88+05 and 93+50, respectively.

The parcel of land to which this description applies contains 3.75 acres, of which 1.04 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 2.71 acres lie outside of the existing right of way.

As an essential part of this transaction, we, the undersigned, as the owners in fee simple of the tract of land abutting on the relocated Oregon Coast Highway, as described in those certain deeds wherein Russell J. Hubbard was grantee, recorded in Volume 102, Pages 584 and 585, Volume 100, Page 505 and Volume 140, Page 327, Deed Records of Douglas County, Oregon, of which the real property covered by this deed is a part, do, for ourselves, our heirs and assigns, sell, transfer, convey and relinquish to the State of Oregon, by and through its State Highway Commission, its successors and assigns, forever, all existing, future or potential easement of access and all rights of ingress, egress and regress to, from and between the real property described in said recorded deed and the real property above described including the highway constructed or to be constructed thereon or along.

EXCEPT, there is reserved the right of access from said abutting land to said highway of a width not to exceed 25 feet on the North side thereof opposite Highway Engineer's Stations 66+77, 77+30 and 63+00, and not to exceed 25 feet on the South side thereof opposite Highway Engineer's Station 71+80; said accesses to be for ordinary travel to and from the abutting land only, and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property, which, in any manner, caters to, invites, solicits from or is dependent upon the users of said highway.

Rights of access to a frontage or service road to be constructed by the grantee on the North side of the Oregon Coast Highway upon right of way now owned, or lands to be acquired by the grantee; said frontage or service road shall be constructed at the time of construction of the Oregon Coast Highway upon the real property described in Parcel 3 hereof from 22nd Street in Reedsport, Oregon, to connect with an existing ranch road which crosses the Oregon Coast Highway at State Highway Engineer's center line Station 48+40.

The State of Oregon shall have the right, at its option, to build at any future time, at its sole cost, a frontage or service road, or frontage or service roads, in addition to the said service road above set forth, on either side of the Oregon Coast Highway upon right of way now owned, or lands to be acquired by the State of Oregon, and upon construction of such frontage or service road or roads, the right or rights of private access herein set forth to be reserved that is or are adjacent to such frontage or service road or roads shall terminate and cease, and the owners of said remaining property shall thereupon have access to such

frontage or service road or roads; said frontage or service road or roads shall be connected to the main highway only at such points as the State of Oregon may designate.

It is expressly intended that these covenants, burdens and restrictions shall run with the land and shall forever bind the grantors, their heirs and assigns.

Parcel 3:

A parcel of land lying in the Northwest quarter (NW¼) of Section 3, and the Northeast quarter (NE¼) of Section 4, Township 22 South, Range 12 West, W.M., Douglas County, Oregon. The said parcel being that portion of said property included in a strip of land 60 feet in width, 30 feet on each side of the center line of the service road as said service road has been relocated, which center line is described as follows:

Beginning at a point on the Westerly line of 22nd Street of the City of Reedsport, Oregon, 30 feet Southerly from the Bonneville Power Administration property and running thence Northwesterly and 30 feet distant from said Bonneville Power Administration property a distance of 390 feet, more or less; thence on a tangent and 6° curve right a distance of 425 feet, more or less, to a point opposite and 30 feet right of Engineer's relocated center line Station 31+75 of the Oregon Coast Highway as said relocated center line is described in Parcel 1 above.

The parcel of land to which this description applies contains 0.83 acre.

TO HAVE AND TO HOLD the said premises with their appurtenances, in fee simple, unto the said State of Oregon, by and through its State Highway Commission, its successors and assigns forever.

And we the said grantors do hereby covenant to and with the said State of Oregon, by and through its State Highway Commission, its successors and assigns, that we are the owners in fee simple of said premises; that they are free from all incumbrances save and except that perpetual easement to and in favor of Bonneville Power Administration affecting a portion of the above described lands, and that we will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 1 day of July, 1952.

Done in presence of:

Sarah H. Stevenson

Russell J. Hubbard (SEAL)

Eva K. Hubbard (SEAL)

STATE OF OREGON)
) ss
County of Multnomah)

On this 1st day of July, 1952, personally came before me, a Notary Public in and for said county and state, the within named Russell J. Hubbard and Eva K. Hubbard, husband and wife, to me personally known to be the identical persons described in, and who executed, the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

H. A. Dryer
Notary Public for Oregon

My Commission expires: April 12, 1953

RECEIVED
SEP 30 1964
FOR FILING

ROBERT M. STULTS
WILLIAM JAYNE
EDWARD M. MURPHY

210-1139
6769

LAW OFFICES
STULTS, JAYNE & MURPHY
416 S. E. MAIN STREET
P. O. BOX 218
ROSEBURG, OREGON
673-5528

REEDSPORT, OREGON
P. O. BOX 166
CR 1-2231

September 16, 1964

NOTED
R. L PORTER

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Porter

Re: Frontage Access Road - Highway "101" - Reedsport, Oregon

Dear Mr. Porter:

I am writing to you in regards to paving and repairing the existing access road that runs adjacent to Highway "101" and is reached from 22nd Street in the city of Reedsport.

On August 13, 1964, I addressed a letter to Mr. L. R. Chandler of the Oregon State Highway Commission in Roseburg, concerning this matter, and after considerable discussion with Mr. Chandler, International Paper Company and the City of Reedsport, a feasible plan was worked out which Mr. Chandler thought would be acceptable to the State Highway Commission. I am now advised by Mr. Chandler that this proposal has been rejected.

I am acting in a dual capacity in this matter as I am City Attorney for the City of Reedsport and I also represent International Paper Company, Pulp and Paper Division, who are both vitally interested in this matter.

Since the highway paving crew is now in the Reedsport area it is felt that an emergency exists as they will be leaving soon and then the work could not be accomplished as quickly as it could with the crew there.

The proposal of Mr. Chandler was that the existing frontage road would be repaired and widened to a twenty-six (26) foot road bed, with a twenty-four (24) foot paved surface, and International Paper Company would donate additional ground to the commission for any future expansion of this access road in years to come. The area to be donated by International Paper Company is outlined in red on the enclosed map. The City of Reedsport at its counsil meeting of September 14, also agreed that they would take over the maintenance of the frontage road on completion by the highway commission.

As you undoubtedly know, in the last two years there has been

constructed in the area reached by the access road, a 40-bed hospital, approximately 45 new homes as of this writing, and 86-space trailer court, and two subdivisions with paved streets and all utilities in for an excess of 250 more homes, plus a 9-hole golf course and eventually a club house. With these new developments the road is under heavy use and in its present condition constitutes a great hazard to both pedestrian and vehicule traffic.

There has been some question raised that this access road is not actually within the city limits, although the city limits abut the access road on both sides. The city is perfectly willing to annex this to the city at any time.

I would certainly appreciate your expediting some decision in this matter and advising me.

Thanking you kindly for your cooperation in this matter, I remain

Very truly yours

STULTS, JAYNE & MURPHY

By William Jayne

WJ/ag
Encl.

RECEIVED
SEP 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 17 1964
OREGON
STATE HIGHWAY COMMISSION

FORM E-80 80M 12-60 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

10-1139

6769

Salem, Oregon
March 2, 1964

SUBJECT: Hubbard International Plywood Access
Oregon Coast Highway
Reedsport, Oregon

To: Mr. Lloyd P. Shaw
O F F I C E

As directed, the site of the proposed undercrossing for the International Plywood housing development was investigated on February 26, 1964.

The plan proposed by Mr. Olson provides protection for school children from the housing development who will attend the Reedsport schools. Sidewalks should be provided through the undercrossing connection and city and county should take steps to provide sidewalks along Longwood Drive so as to insure maximum protection for pedestrian traffic to and from schools.

The construction of the undercrossing presents detour problems. The plan submitted by Mr. Quiner is a workable one and should handle traffic expeditiously during the winter months. Additional patrol or other positive steps will need to be taken to protect school children along Longwood Drive (old US 101) during construction. It is further suggested that consideration be given to the construction of a two-lane structure (one lane at a time) and that future four-laning be in the form of separated two-lane roadways, the existing highway serving as the southbound lanes. Steps could be taken at this time to reserve the required additional right-of-way southeasterly of the present Oregon Coast Highway. The separated roadways would traverse the area from 22nd Street to the deep cut westerly of the proposed connection.

The present proposal in no way changes the access to US 101. No doubt future demands will result in some form of access being granted in the form of a special type of interchange. The area northwesterly of the existing facility is being built up rapidly and probably costs will dictate that the location of any future highway access be in the southwesterly area.

The existing frontage road to the Hubbard property is narrow and in poor condition. No doubt the frontage road will need to be ripped up and rebuilt to higher standards. Longwood Drive should be improved by City and County.

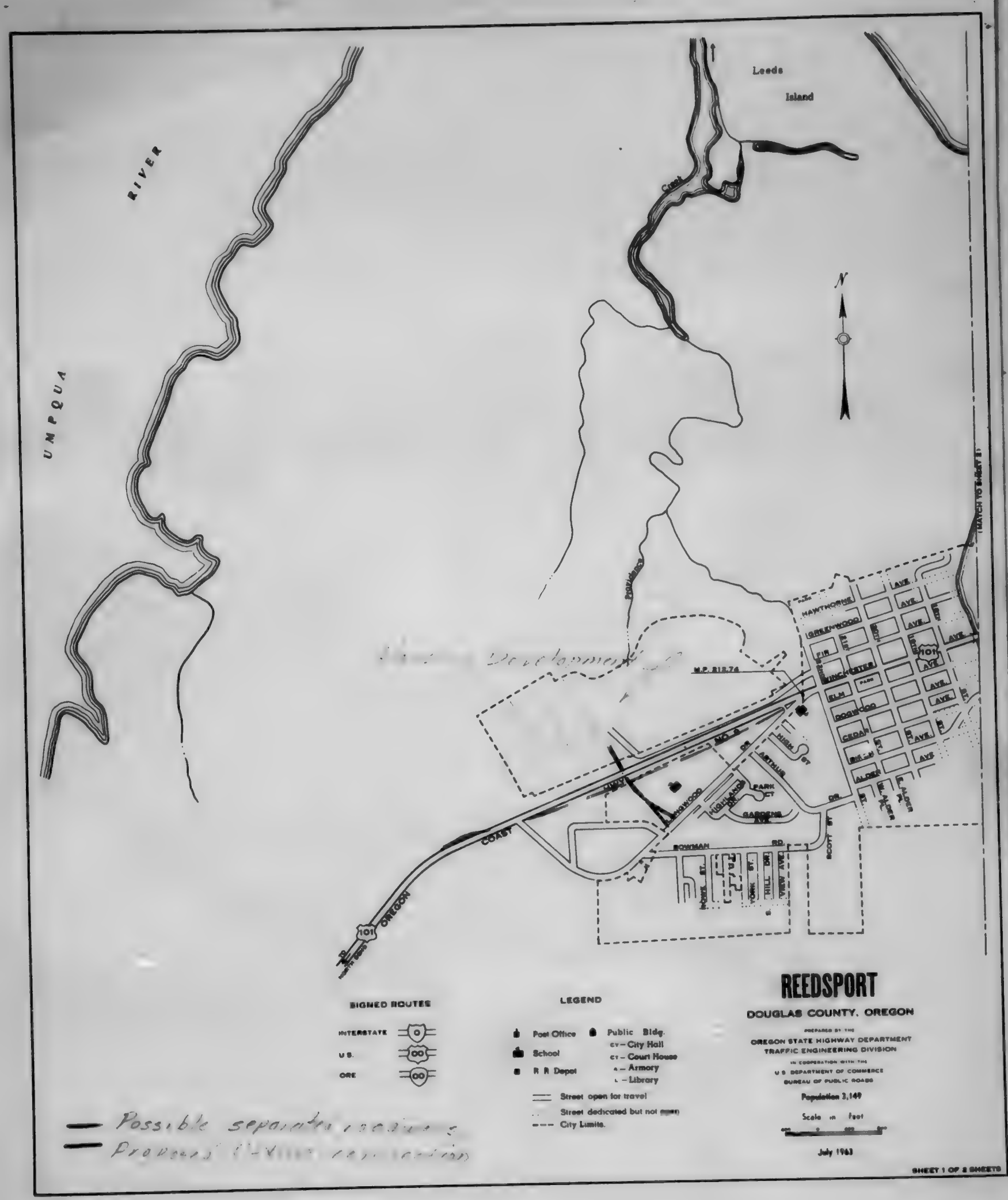
No officials of International, Reedsport, or Douglas County were contacted concerning subject connection.

H. S. Cox, County & City Engineer

By
R. M. Allison, Field Engineer

RECEIVED
MAR 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RMA:mm
cc: Frank Morgan
L. R. Chandler



SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE 00

LEGEND

- Post Office
- School
- R R Depot
- Public Bldg.
  - cv – City Hall
  - ct – Court House
  - a – Armory
  - l – Library
- Street open for travel
- Street dedicated but not open
- City Limits.

REEDSPORT

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 3,149

Scale in Feet

July 1963

SHEET 1 OF 2 SHEETS

(MATCH TO SHEET 1)

SIGNED ROUTES

INTERSTATE

U S

ORE

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
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REEDSPORT

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 3,149

Scale in Feet

July 1963

SHEET 2 OF 2 SHEETS

L. Shaw

FORM E-30 REM 8-62 40000

10-1131

67-1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 18, 1964

SUBJECT: Hubbard Access and Forest Hills Plat, Reedsport
Oregon Coast Highway
Douglas County

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Attention: A. D. Olson

On January 14, 1964 I made a thorough on the ground inspection of the area involved in constructing an overcrossing and revising the frontage road location on the subject property. On January 15 I went to the International Paper Company plant at Gardiner and talked to Mr. Thomas C. Payne. Mr. Payne seems to be very agreeable to the tentative plan that I showed him. I pointed out to him that economically an interchange would be out of the question and that the road proposed to connect over to the old Oregon Coast Highway would serve him just as well. Mr. Payne did mention the question of who would pay for this construction. I informed him that this was a decision that would be made by the Salem office, but that I felt as a result of our previous negotiations with Mr. Hubbard, that the International Paper Company would probably be expected to pay for all the work necessary to construct the bridge and roads. I have marked on the enclosed map a suggested method of detouring the traffic. I have discussed this with Glen Clark, Division Traffic Engineer and he feels that it can be worked out with proper planning.

In general the plan is to run one-way traffic northbound on the old Oregon Coast Highway. One-way traffic would be maintained for a .36 of a mile and the remainder down to the high school would be two-way. Southbound traffic would be carried one-way on the existing Oregon Coast Highway with a specially designed structure. You could build one half of a 44 ft. wide structure detouring the traffic first on one half of the existing road and then one half of the new structure. If this method is used, it is recommended that the construction be done during the winter months when the ADT would be approximately 2,500 cars. (During the summer months the ADT is 5,000) If pre-cast, pre-stressed concrete box girders were used, it is felt that the construction time could be cut to three months.

Morgan talked to Mr. Payne 1-15-64
- Payne will get together with County & City & submit official action which they may request.

John Quiner
John Quiner II
Ass't. Division Engineer

JQII:lf
Attach.

Received in

Baribee
By Construction Engineer

Olson

CONSTRUCTION DIVISION
RECEIVED
JAN 22 1964

FORM H-BOX 80M 3-63 40606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

10-1139

6761

Salem, Oregon
January 8, 1964

To:

Mr. L. R. Chandler
Division Engineer
P. O. Box 1128
Roseburg, Oregon

SUBJECT: Hubbard Access and Forest Hills Plat, Reedsport
Oregon Coast Highway
Douglas County

Enclosed are three copies of the map which you submitted as a possible solution for the Forest Hills Plat access. We made a few minor changes such as indicating a 4-lane structure and revising the frontage road connection.

The plan which you propose has much to recommend it, with good access to the schools and good circulation of traffic. It has the further advantage of utilization of the existing frontage road which I presume is a necessity from Mr. Hubbard's point of view. It is also considerably cheaper than an interchange as proposed on International Paper Company's plat map.

Enclosed are revised estimates for this plan, using prices supplied by the Bridge Division and the Cost Analyst. You will note that this does not include the cost of a detour which will presumably be a considerable item.

At first thought, building a 4-lane structure at this time would allow building half at a time for detour purposes and salvaging some of the costs in the future. With a pipeline on one side, a frontage road and power line on the other side and a high rock cut to the south or west, this would not appear to be the only possibility which should be considered. Possibly design of a structure which could be widened either way and use of a temporary structure or fill as a detour would be preferable.

Please look this over on the ground and discuss it with International Paper Company people for their reactions and suggestions.

F. D. Morgan
Construction Engineer

By A. D. Olson
A. D. Olson
Urban Engineer

ADO:jp

cc: L. P. Shaw

Form 2-60-302-6-59

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Hubbard Access & Forest Hills Plat (Reedsport)
Oregon Coast Hwy — Douglas Co.

Urban Design
1/6/64

		Unit	Net	10%	Total	Unit Price	Amount
Clearing & Grubbing		Lump	All		All		$4,000
General Exc.		Cu yd	9,000		9,900	0.65	6,435
Drainage Exc.		Cu Yd	10		11	3.40	37
18" Pipe		Lin ft	69		76	6.00	456
Coarse Base		Cu yd	3,290		3,619	3.50	12,667
Level Cse		Cu yd	770		847	4.00	3,388
200-300 Asphalt		Ton	14		15	56.00	840
Emuls. Asphalt		Ton	4		5	60.00	300
Oil Rock		Cu yd	172		189	5.50	1,040
Sprinkling		M. Gal	70		77	3.00	231
Guard Rail		Lin ft.	250		275	3.00	825
Structure (44'x142')		lump	All		All	56,000	56,000
							86,219
				+20%			$105,000
				R/W			1,500
				Detour			?

Note — structure estimated assumes no traffic on hwy — 4 lane structure — assuming ½ at a time — shoring & cribbing, etc included — $100,000 — plus exc. increasing to 1.50-1.75/yd for the exc. — plus fills for the detour, etc.

(Reconst frontage road — 22' top 0-11' - full surfacing — $20,000)

RECEIVED
MAR 5 - 1964
FOR FILING

10-1139
6769

Salem, Oregon
December 16, 1963

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Hubbard Access and Forest
Hills Flat, Reedsport
Oregon Coast Highway
Douglas County

Please have this put into a form which Mr. Chandler can use to present our plan to International Paper Company.

Use four lanes as basis of design for grade separation structure.

Show the plan on a reasonable scale if a base map is available; possibly, 1" = 200' or 1" = 400'.

Show estimated costs on a separate sheet, including upgrading the present frontage road to a 22-foot width with O-11 surface.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

FORM E-20 SOM 2-58 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

10-1139

[redacted]

6763

Salem, Oregon
December 9, 1963

SUBJECT: Hubbard Property Access to US 101
Forest Hills Plat, Reedsport
Oregon Coast Highway
Douglas County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

L

A review has been made of the material sent in by Division III in regard to a possible method of providing access to the International Paper Company's Forest Hills Plat south of Reedsport.

The plan submitted is, in effect, a very large diamond interchange without the southbound on-leg. All legs would be two way since they are the existing frontage road and the old highway. The move to the south could be made by using what would be thought of as the northbound off-leg--the old highway. This plan would appear to allow circulation of traffic and ready access to the schools without making a connection to the existing facility.

The cost of the structure and the road over to the old highway was field estimated at approximately $70,000, based on a 38-foot wide bridge at $6.75 per square foot. (This would be full shoulder width on the existing two 11-foot lanes with 8-foot shoulders.) I presume that at least 12-foot lanes with 10-foot shoulders would be provided giving a 44-foot structure or possibly, since 1962 traffic was 3900 and the present traffic as indicated by Division III on their design is 5500, the structure should be designed for future 4 lanes, or 72 feet wide. In any event, the cost for the facility as presented would be approximately $86,000 if a 38-foot structure is used, $95,000 with a 44-foot structure, and $135,000 with a 4-lane structure. This does not include anything for improvement of the existing frontage road, 2500 feet long, approximately 18 feet wide, 5-1/2" of rock for surfacing.

An interchange similar to that shown on the International Paper Company's plat has been roughly estimated at $340,000 exclusive of right of way. A channelization at this same point has been roughly estimated at $92,000. These were both estimated on the basis of a 2-lane facility, presuming that if we wanted a 4-lane design at this time we would be participating

on the betterment. The high cost in both cases is attributed to being in fills from 15 to 50 feet in height. I understand that it would probably not be possible to move the crossing point since Mr. Hubbard controls the land along the highway with the exception of the road platted at this point and the one platted at the northerly end of the property, just south of the substation, and the mortuary (also shown to connect to the highway).

It has been mentioned several times that access rights have been purchased through this property and that access has been denied to Mr. Hubbard in the past. On this basis, I presume that we would resist the channelization and also the connection they show at the north end of the property. I also presume that if a structure is built, that we would want it built for the ultimate 4 lanes and would participate to that end.

After discussion with Mr. Chandler, I believe that it would be appropriate to send a sketch of his suggested plan to the International Paper people for their comments.

F. D. Morgan
Construction Engineer

By A. D. Olson
A. D. Olson
Urban Engineer

ADO:jp

RECEIVED
DEC 10 1963

FOR FILING

10 - 1139

6769

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 17, 1963

To: Lloyd P. Shaw
Assitant State Highway Engineer
Salem, Oregon

SUBJECT: Hubbard Property Access to
US101 - Forest Hills
Reedsport
Oregon Coast Highway

Enclosed herewith is a map showing a proposed access road from the old US Highway 101 across Reedsport School District property and under the existing Highway 101 connecting to the Hubbard property. Also enclosed is one roll of cross section paper showing typical sections and a proposed profile grade line. A sheet showing the estimated cost of $68,768 is also enclosed. c. → based on 38' bridge at $ 6.75/ft² should be $86,000 with 38' bridge.

There are three additional items which should be pointed out on the map. One is a sketch showing the average daily traffic for 1963 and the projected traffic after this proposed road is constructed. The second item is the rechannelization of traffic in front of the Union High School where the old 101 Highway and new 101 Highway converge. The third item is that during construction the old Highway 101 could be used as a detour road. I believe that arrangements for using the old Highway as a detour would have to be worked out with Douglas County.

It should be pointed out that the State Highway Department in dealing with Mr. Hubbard for the right of way, was forced to pay through condemnation $23,000 for his property and access. Also the State constructed approximately 2500 feet of frontage road to the Hubbard property. It is felt that this information should be taken into consideration when dealing with International Paper on the proposed construction of this access road.

John Quiner II
Ass't. Division Engineer

JQII:lf
Encl.
cc: F. D. Morgan

data in U. Area Dept.

NOTED

NOTED
LLOYD P. SHAW

RECEIVED
DEC 2 - 1963
FOR FILING

10-1139

6764

Salem, Oregon
October 16, 1963

Agenda Item 1e-3

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Walter T. Wright
Right of Way Engineer

File No. 19655 (L-2004) -
International Paper Company
Elbow Lake-Gardiner Section
Oregon Coast Highway
Douglas County

Attached for further handling are two fully executed copies of an Indenture of Access to the International Paper Company for a parcel of land on the Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

rm
Attach: 2

RECEIVED
OCT 14 1963
FOR FILING
10-1139
6769

Salem, Oregon
October 11, 1963

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Hubbard Property Access
Section 4, Township 22
South, Range 12 West
Oregon Coast Highway

Please refer to my letter of September 16 to T. C. Payne, Manager of Construction for the International Paper Company Gardiner Paper Mill, Gardiner, Oregon.

You will note that Mr. Chandler was committed by the above letter to present a plan for Mr. Payne's consideration. Chandler made contact with Payne, or his representatives, several weeks ago but probably has no plan to present. Please contact him and get someone to push this vehicle along the rails, preferably in a forward direction.

There are two prints of the International plat of Forest Hills (which is the chief recipient of any benefit of this study) in the files.

This matter has dragged along at a very slow pace and anything to expedite its completion will be appreciated.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

10-1139

6767

September 16, 1963

Mr. T. C. Payne
Manager of Construction
International Paper Company
Gardiner Paper Mill
Gardiner, Oregon

Dear Mr. Payne:

Since receipt of your letter of August 28, representatives of the Highway Department from the Roseburg Division office have been in contact with your people regarding your proposed access to the highway in the "Hubbard property" area.

A substantial payment was made at the time right of way was acquired specifically to limit access in the "Hubbard" area. We are interested both in maintaining the best possible characteristics of that section of highway and in proper service to the "bedroom area" you are developing. To that end, we are making a study from 22nd Avenue southerly to the junction with the old highway near the rock cut.

Mr. L. R. Chandler, Division Engineer, Roseburg, was in Salem last week to discuss this matter. After making further study of the possibilities, he will contact you with a plan for your consideration.

Thank you for the material you presented and for the courtesy extended by your people to ours in discussing our mutual problems.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Files

LPS:ajw

cc Forrest Cooper
F. D. Morgan
L. R. Chandler
Loren Hicks
R. L. Porter
Victor D. Wolfe

10-1139

6769

Salem, Oregon
September 4, 1963

Mr. L. R. Chandler
Division Engineer
Roseburg

Request for Access to
US101 at Forest Hills
Subdivision Near Reedsport

The International Paper Company, from its Gardiner Paper Mill, has requested access between approximately Stations 45 and 57 on the Oregon Coast Highway.

I understand the paper company has brought this matter to the Governor's attention and, for this reason if no other, it will require some careful thought in further handling. I am advised by our Right of Way Division that in acquiring right of way through this section, we paid a high price to eliminate access. It would be most desirable that the company be dissuaded from pursuing its request for access at this point if this can be done without inducing a major storm.

Will you please contact someone in the paper organization and see if this can be achieved. Please let me know the outcome of any contact you make. Best of luck.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

RECEIVED
AUG 28 1963
FOR FILING

10-1137

6769

August 28, 1963

Mr. Loren Hicks
Legal Counsel
Executive Department
State Capitol Building
Salem, Oregon - 97310

Dear Mr. Hicks:

In reply to your letter of August 23 re the International Paper Company's plant at Gardiner, I wish to advise that this matter is under consideration. We have letters in our file from the International Paper Company. The first letter was received August 21 which I answered on the same date and the second letter from the Paper Company was dated August 22.

While I would be happy to confer with Mr. Payne, I doubt that this is necessary at this stage of the game. If I am not misinformed, the request has something to do with an access or frontage road which would require a field inspection and report. This inspection with representatives of the Paper Company will be made in a few days.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm

cc R. L. Porter
Victor D. Wolfe

MARK O. HATFIELD
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM

August 23, 1963

To: Mr. Forrest Cooper
State Highway Engineer

From: Loren Hicks
Legal Counsel

Mr. Tom Payne of International Paper Company and manager of the company's new plant at Gardiner will be writing to you requesting an interview with you and members of your staff concerning the highway access to a housing development in connection with the Gardiner paper plant. International Paper Company representatives have discussed this matter with Governor Hatfield and Warne Nunn and they wish to go into more details of what they feel is needed to benefit their housing development as well as the school and hospital, and Gardiner. The plan also includes an acquisition for the Highway Department of the Hubbard property which is in the immediate area there.

The Governor would appreciate your granting an early audience to Mr. Payne and his assistants so that they can present their ideas to you.

RECEIVED
AUG 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

LDH:hg

INTERNATIONAL PAPER COMPANY

GARDINER PAPER MILL

GARDINER, OREGON

August 28, 1963

T. C. PAYNE
MANAGER OF CONSTRUCTION

10-1139

6769

Mr. Forest Cooper
State Highway Engineer
Highway Department Building
Salem 10, Oregon

Dear Mr. Cooper:

Please refer to our previous correspondence relative to access into the Forest Hills Subdivision at Reedsport, Oregon.

We enclose prints of a drawing which shows a suggested method for providing access to this area. There are many advantages to access as shown; but, we also realize other methods may be considered.

It will be appreciated if you will investigate and contact us further at your convenience.

Very truly yours,

INTERNATIONAL PAPER COMPANY
GARDINER PAPER MILL

T. C. Payne

TCP/cr

Encl.

RECEIVED
AUG 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 30 1963
OREGON
STATE HIGHWAY COMMISSION

GR

REGENTS PLACE

REGENTS BLOCK

ROAD

RANCH

LOWER UMPQUA HOSPITAL

FOREST COURT
GREENBRIAR
WARD WAY
RIDGEWAY

STREET

DRIVE

RIDGEWAY COURT

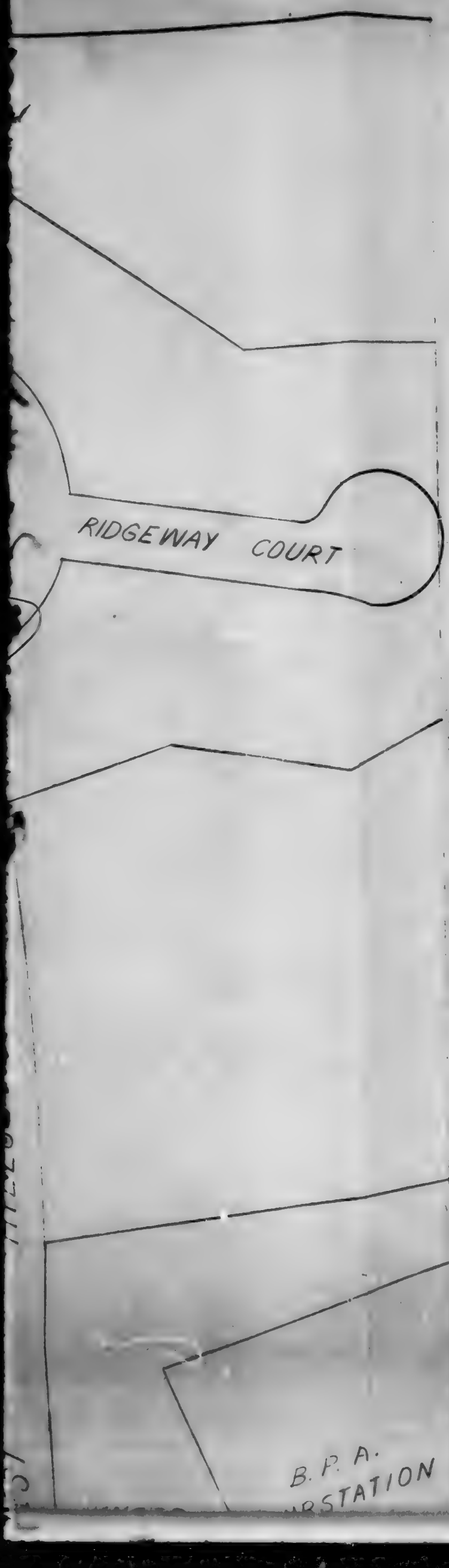
RIVE

ROAD

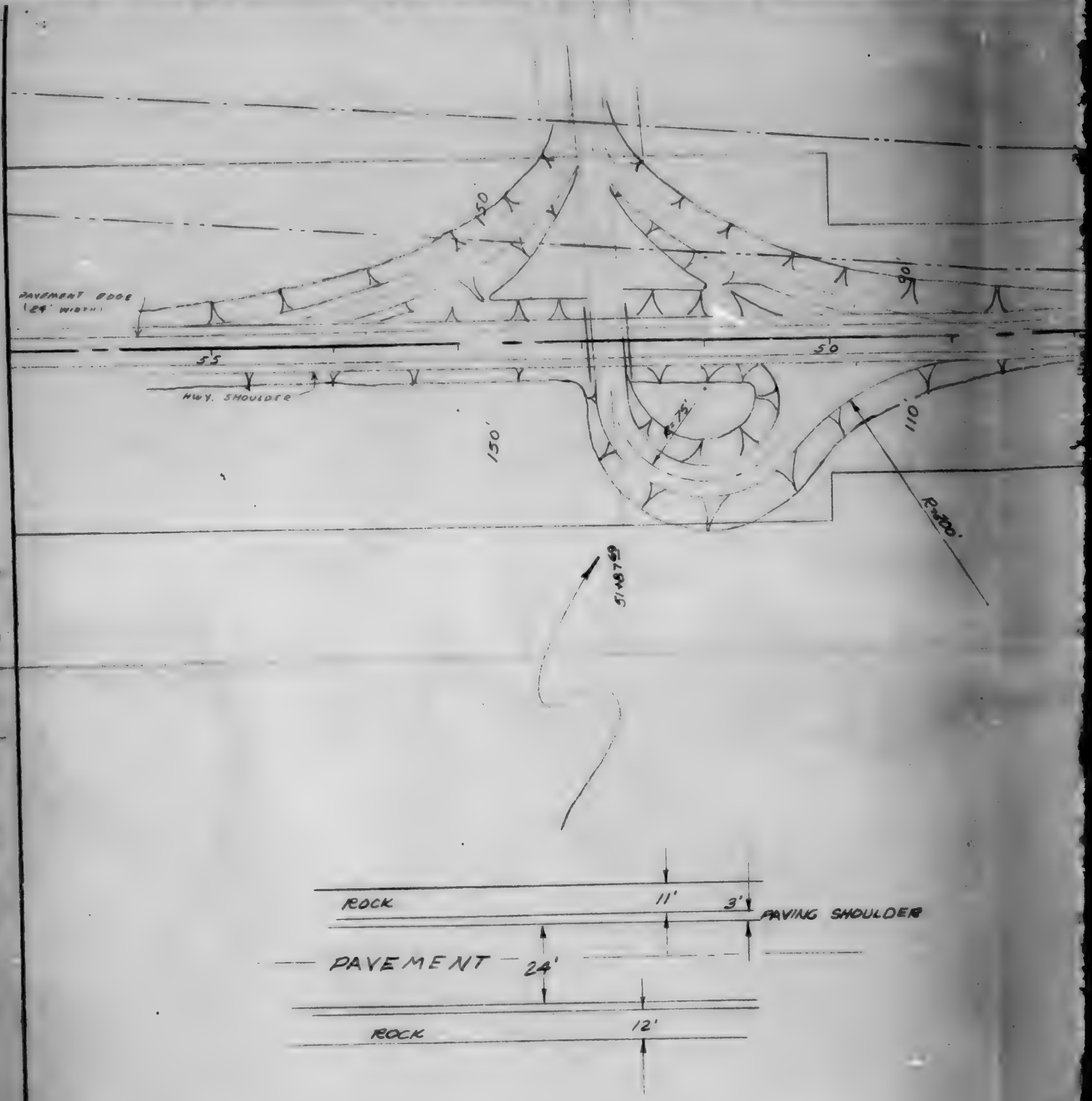
HILLS

B. P. A.
STATION

REF. DWGS.	
NO.	TITL



REF. DWGS.	
NO.	TITLE


PAVEMENT EDGE
(24' WIDTH)
55'
HWY. SHOULDER
50'
50'
150'
110'
R=300'
S 14° 30' E

ROCK
11'
3'
PAVING SHOULDER
PAVEMENT
24'
ROCK
12'

B.P.A. R/W LINE

HWY 101 R/W

70'

45

℄ COAST HWY. 101

40

60
10
35

UNGER
MORTUARY

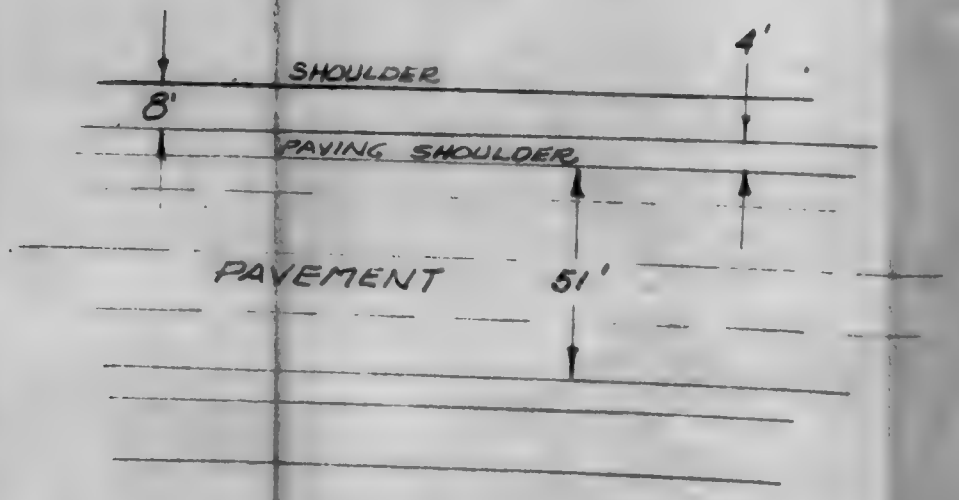
FOR

30

29.96±

110'

PAVEMENT EDGE
(51' WIDTH)



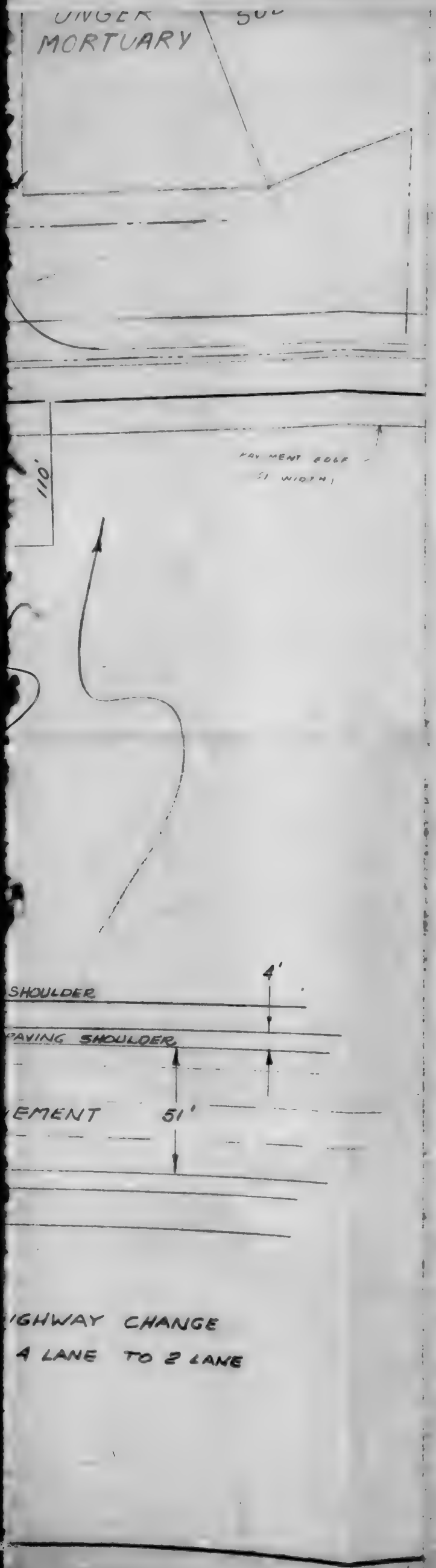
HIGHWAY CHANGE
4 LANE TO 2 LANE

REV. NO.	DATE	REVISIONS

INTERNATIONAL PA
SOUTHERN KRAFT

FOREST HILLS
HIGHWAY IN

DRAWN BY KAN	TRACED BY
DATE	SCALE-1"=10FT.



REV. NO.	DATE	REVISIONS	DR. BY	CHKD. BY

INTERNATIONAL PAPER COMPANY
SOUTHERN KRAFT DIVISION

FOREST HILLS ENTRANCE HIGHWAY INTERCHANGE

DRAWN BY KAN	TRACED BY	DRAWING NO.
DATE	SCALE--1"=100FT.	

RECEIVED
SEP 3 1963
FOR FILING

10-11-57

6721

08-35.8-DB

477 Cottage Street, N.E.
Salem, Oregon - 97301

August 27, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Original signed by
T. Dec

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project BF-140(8)
Elbow Lake-Gardiner Section
Oregon Coast Highway
Douglas County
File No. 19655 - International Paper Company

Reference is made to Mr. Moehring's letter of August 15, 1963 concerning a request by the International Paper Company to widen an existing unrestricted point of access from 25 to 40 feet. This access point serves the International Paper Company's mill and is located at Station 524+10 on subject project.

We have reviewed the proposed Indenture of Access and the attached sketch map showing the proposed intersection treatment. We concur in your submission subject to your reconsideration in requiring a south-bound acceleration lane. It is questionable if acceleration lanes are desirable on two lane roadways. It is therefore recommended that southbound traffic entering the highway at this point be required to come to a full stop and merge with the through traffic as conditions permit.

NOTED
LLOYD P. SHAW

RECEIVED
AUG 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Wright
8.28.63
mz

RECEIVED
AUG 21 1963
FOR FILING
Const
App. Rds

August 21, 1963

Mr. T. C. Payne
Manager of Construction
International Paper Company
Gardiner, Oregon

Dear Mr. Payne:

I have your recent undated letter in which you refer to an access on Highway 101 in the vicinity of Reedsport.

The date of August 29 that you suggest for a meeting is not a good one, as this is the date of the Highway Commission meeting where most of us in Salem are tied up.

It would seem to me that the best way to handle this matter would be for you to send us some sort of a map which indicates your improvement and the access problem, after which we would have someone from our field forces contact you, or someone whom you designate, to investigate this matter in the field and make a report and recommendation.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fh

cc R. L. Porter
Victor D. Wolfe

INTERNATIONAL PAPER COMPANY

GARDINER PAPER MILL

GARDINER, OREGON

T. C. PAYNE
MANAGER OF CONSTRUCTION

Mr. Forrest Cooper, State Engineer
Oregon State Highway Department
Highway Department Building
Salem, Oregon

Dear Mr. Cooper:

In conjunction with the construction of our new plant in Gardiner, Oregon, we are sponsoring the development of a housing project to accomodate the living requirements of our prospective employees as well as to help relieve the acute housing shortage in the Gardiner-Reedsport area.

We contemplate the construction of approximately 200 homes in an area directly to the west of the present city limits of Reedsport and north of U. S. Highway 101.

Our present problem involves access from highway 101 into the housing area. We would like very much to have the opportunity to discuss this with you or members of your staff on Thursday afternoon, August 29, 1963, and will appreciate your advising us if this will meet with your approval.

Very truly yours,

INTERNATIONAL PAPER COMPANY
GARDINER PAPER MILL

T. C. Payne

TCP/cr

RECEIVED
AUG 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 22 1963
FOR FILING

FORM B 30X—3010—10-62 46822

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1963

10-1139
6767

To: Mr. Walter T. Wright
Right of Way Engineer
BUILDING

SUBJECT: Indenture of Access
International Paper Company
Elbow Lake-Gardner Section
Oregon Coast Highway

Herewith, a Request for Indenture of Access as requested by the International Paper Company of Gardner. THis request is a change from 24-foot width to a 40-foot width to permit revision and improvement of the entrance roadway to the mill.

This change has been discussed with the Area Engineer of the Bureau of Public Roads and he has indicated no objection to the change in width. It is the recommendation of this office, and approved by Mr. Shaw, that the indenture be granted.

F. D. Morgan
Construction Engineer

by

G. L. Decker
Ass't Construction Engineer

EAP:db

Attach.

cc: Lloyd P. Shaw
L. R. Chandler
R. P. Hamilton

RECEIVED
JUL 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 10 1963
FOR FILING
10-1139
6769

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1963

SUBJECT: Indenture of Access
International Paper Company
Elbow Lake-Gardner Section
Oregon Coast Highway

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is an Indenture of Access requested by the International Paper Company of Gardner. The request is for a change from a 24-foot width to a 40-foot width. The reason for this change is a revision and improvement of the entrance roadway to the mill.

This change has been discussed with the Area Engineer for the Bureau of Public Roads who has no objection to the change in width.

It is recommended that the Indenture be approved as requested.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

DES:bjh
Attachment

cc: R. P. Hamilton

RECEIVED
JUL 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
with file
cc Wright
7-10-63

RECEIVED
FEB 26 1963
FORM E-30 SOH 8-62 43908
FOR FILING

10-1139

6769

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1963

SUBJECT: John Hubbard Frontage Road
Reedsport
Oregon Coast Highway

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

Field investigation has been completed on Mr. John Hubbard's recent complaint that the frontage road, a short distance south of 22nd Avenue in the City of Reedsport, has been encroached upon.

The only possible encroachment which could be discovered was the construction of a curb by the Highland Market, which was performed under road approach permit #11472. This permit allowed the permittee to construct a curb 10 feet from the right of way line, 20 feet from the centerline of the frontage road, and is in line with our general policy for the construction of road approaches and curbs to separate dual approaches.

Enclosed is a copy of a sketch map showing this encroachment. If more data is needed, please advise.

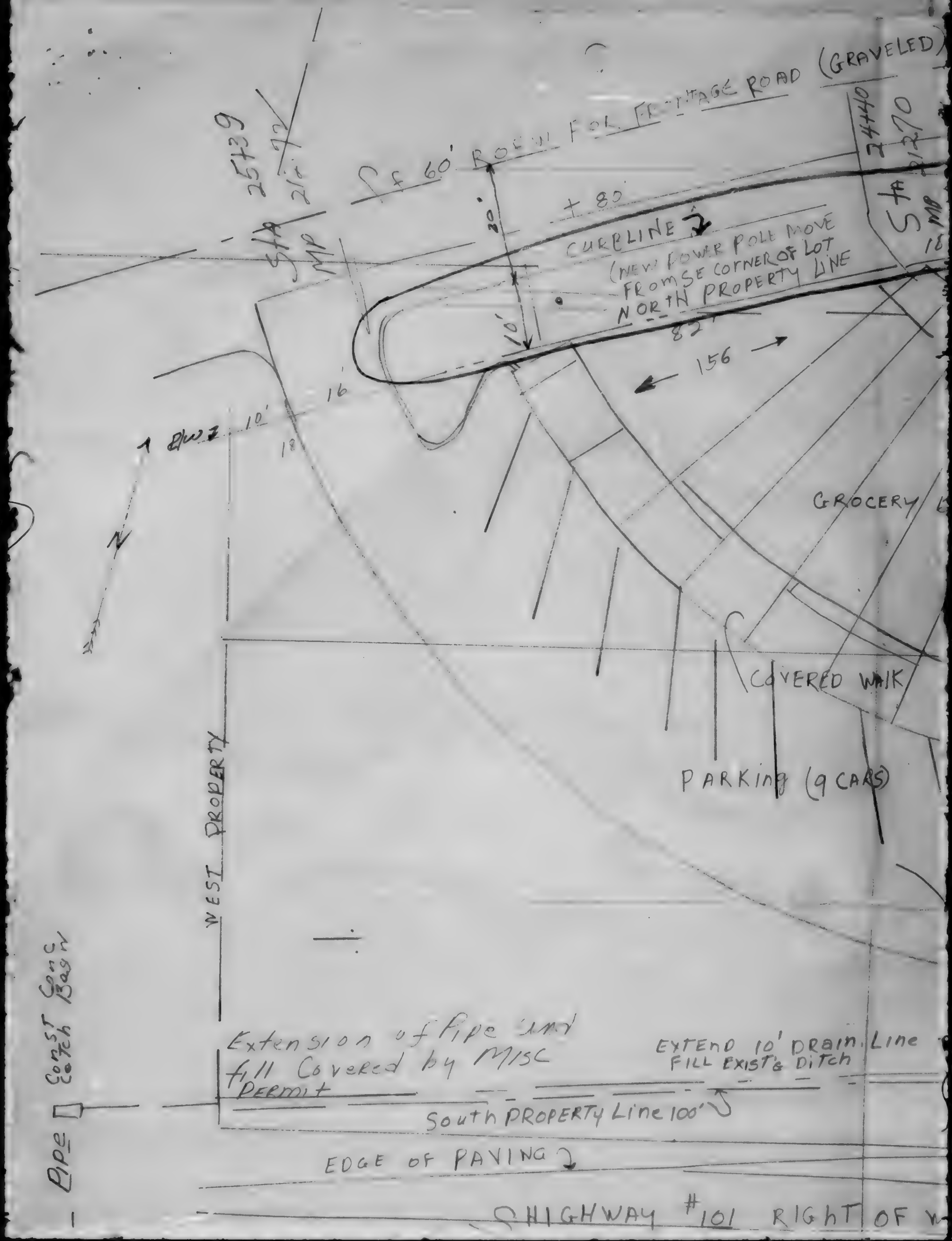
F. D. Morgan
Construction Engineer

By J. F. Putnam
J. F. Putnam
Assistant Construction Engineer

NOTED
R. L. PORTER

JFP:bjh
Attachment

RECEIVED
FEB 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER


Ctr 60' ROW FOR FRONTAGE ROAD (GRAVELED)
CURBLINE
(NEW POWER POLE MOVE FROM SE CORNER OF LOT NORTH PROPERTY LINE
+ 80'
20'
10'
156
GROCERY
COVERED WALK
PARKING (9 CARS)
WEST PROPERTY
Extension of pipe and fill Covered by MISC Permit
EXTEND 10' DRAIN. LINE FILL EXIST'G DITCH
South PROPERTY Line 100'
EDGE OF PAVING
HIGHWAY #101 RIGHT OF W
Pipe
Const Conc Catch Basin

RAVELED)

74+10

+ 45'

Sta 1+70

CURBLINE

Constructed under Road App Permit. 11472 JJG

29'

18 25

SCREEN

SERVICE DRIVEWAY

22ND STREET

REMOVE EXIST'G GUY POLE

4' WATER LINE

RAISE EXIST'G CATCH BASIN

OCERY Eld

136')

EAST PROPERTY LINE

5' SIDEWALK

EXIST'G 8" WATER MAIN

CURB LINE

EXIST'G D DRAIN LINE

℄ OF 84 R OF FOR 60 STREET APPROX EXIST'G PAVING LINE.

WALK

CARS)

SIGN

MOVE EXIST'G PP TO NORTH (See ABOVE)

16

14'

12'

RAISE EXIST CATCH BASIN

EXIST'G 10" DRAIN LINE

in. Line

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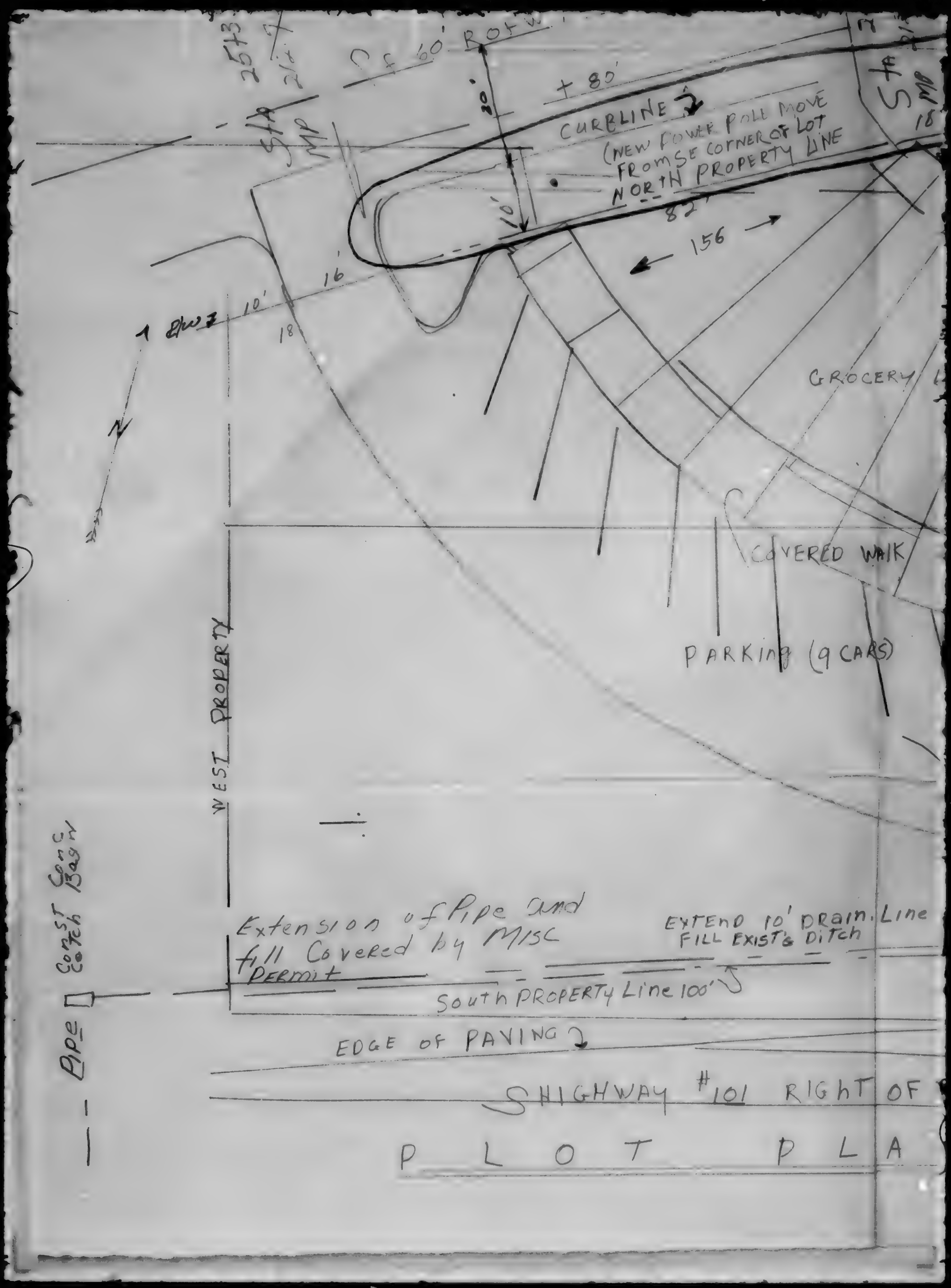

CURBLINE
(NEW POWER POLE MOVE FROM SE CORNER OF LOT NORTH PROPERTY LINE
156
GROCERY
COVERED WALK
PARKING (9 CARS)
WEST PROPERTY
Pipe
Extension of Pipe and fill Covered by Misc Permit
EXTEND 10' DRAIN. LINE FILL EXIST'G DITCH
South PROPERTY Line 100'
EDGE OF PAVING
SHIGHWAY #101 RIGHT OF
P L O T P L A

E'road APP Permit. 12472
JAG

CURB LINE

29'

SCREEN

SERVICE DRIVEWAY

REMOVE EXIST'G GUY POLE

4' WATER LINE

22ND STREET

RAISE EXIST'G CATCH BASIN

ROCERY, Etc.

PROPERTY LINE 136'

EXIST'G SIDEWALK

CURB LINE

EXIST'G WATER MAIN

WALK

CARS)

SIGN

EAST PROP

EXIST'G DRAIN LINE

℄ OF 84 FOR 60 STREET APPROX EXIST'G PAVING LINE.

MOVE EXIST'G P.P. TO NORTH (See ABOVE)

RAISE EXIST CATCH BASIN

16

14'

12'

EXIST'G 10" DRAIN LINE

ain. Line
rch

hT OF WAY

L A N

SITE DEVELOPMENT

RECEIVED
FEB 8 - 1963
FOR FILING

10-1139

6769

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1963

SUBJECT: John Hubbard Frontage Road
Reedsport

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Mr. John Hubbard who owns property near the high school in Reedsport has indicated that the frontage road right of way a short distance south of 22nd Avenue in Reedsport appears to have been encroached upon to a point where it is considerably less than 60 feet in width.

As this is a public way, will you please investigate the supposed encroachment, check the right of way and submit a report through this office.

F. D. Morgan
Construction Engineer

FDM:fp

cc General Files

RECEIVED
FEB 7 - 1963
FOR FILING
10-1137
6769

February 7, 1963

Mr. John K. Hubbard
Box 204
Route 2 West
Headsport, Oregon

Dear Mr. Hubbard:

Enclosed is a sketch map that was prepared by this Department which indicates the frontage road extension south of Headsport.

It has been estimated that to widen the existing frontage road facility to two 11-foot traffic lanes, plus 4-foot shoulders, would cost approximately $9,000, and the estimated cost to lengthen the frontage road to the point indicated is approximately $11,100. This would contemplate that the construction would be performed to State Highway Department standards.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPrm
enc.
bc Mr. Forrest Cooper

FRONTAGE ROAD REVISION
HUBBARD RANCH
REEDSPORT-WINCHESTER BAY SECTION
Oregon Coast Highway - Douglas County

Cost Estimate to Widen

2 - 11' Lanes - 4' Shoulders - 1¼" Oil Mat - 2" Level 11¾" - Base

15" TOTAL

$ 7,900.00	
800.00	Engr. & Cont.
$ 8,700.00	

Proposed Lengthening Frontage Road

$ 10,100	
1,000	Engr. & Cont.
$ 11,100	

RECEIVED
FEB 6 - 1963
FOR FILING

10-11-34

6764

February 6, 1963

Mr. John K. Hubbard
429 S. W. 4th
Portland 4, Oregon

Dear Mr. Hubbard:

Reference is made to the frontage road constructed several years ago adjacent to the Russell Hubbard property south of Reedsport.

The Highway Commission at a recent meeting considered your request to improve and extend this frontage road, and after due consideration decided that highway funds should not be used for this purpose. It was the Commission's feeling that all right-of-way obligations in connection with the transaction had been fulfilled and that highway funds could not properly be used to improve private property.

I understand now that you may request the City of Reedsport to make application for the improvement of this frontage road at local expense. Should the Highway Department receive such a request, I am sure that it will be given full consideration. Should you wish to extend the frontage road at your expense, you should submit a formal application and consideration can be given to the issuance of a permit if investigation indicates that your request does not conflict with the highway facility.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

HLPtms

bc Mr. Forrest Cooper

RECEIVED
JAN 14 1963
FOR FILING
10-1137
6769

NOA (7)
Agenda
12-20-62

December 27, 1962

Mr. John K. Hubbard
429 S. W. 4th Avenue
Portland 4, Oregon

Dear Sir:

On December 10, Mr. F. D. Morgan, Construction Engineer, advised you that your request to rebuild and extend the frontage road through the Hubbard-Grants property in Reedsport would be presented to the Highway Commission at its meeting December 20, 1962.

In presenting this matter to the Commission it was pointed out that construction of the existing frontage road was entailed in the purchase of property a number of years ago and that the obligations in connection with the right-of-way purchase at that time have been fulfilled.

In view of these facts, the Commission felt that no further work should be undertaken by the State.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Mr. R. L. Porter
Mr. Lloyd P. Shaw
Mr. F. D. Morgan

FQ:fp

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 10, 1962

Mr. John K. Hubbard
429 Southwest 4th Avenue
Portland 4, Oregon

Dear Mr. Hubbard:

I am writing to confirm your conversation with Mr. Gerald K. Attig of December 6, concerning your request to rebuild and extend the frontage road through the Hubbard ranch property at Reedsport.

I wish to advise you that this matter will be taken before the Highway Commission on December 20, and you will be advised immediately after the meeting of their decision in this matter.

Very truly yours,

NOTED
R. L. PORTER

Forrest Cooper
State Highway Engineer

by

F. D. Morgan
Construction Office Engineer NOTED
LLOYD P. SHAW

GKA:db

RECEIVED
DEC 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 2 1963
FOR FILING

10-1139
0769

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1962

SUBJECT: Frontage Road from South Reedsport City Limits Adjacent to 101 Hubbard Property

To:
Mr. R. L. Porter
Assistant State Highway Engineer
Building

Mr. John K. Hubbard, Realtor, contacted me in regard to the improvement of the subject frontage road that serves property owned by him.

This frontage road was constructed and is maintained by the Oregon State Highway Department, was built on right of way purchased by us for the purpose of serving this property, and connects from 22nd Street in Reedsport to an existing graveled roadway from the Hubbard ranch property. This property has been subdivided and the increased traffic movements to and from the subdivided sections of the property that have been, or are being developed have overloaded the frontage facility. This frontage road was originally constructed with a 16-foot top and a graveled surface. Maintenance forces recently placed an 0-9 oil mat the full width of the surface.

At the present time there are 60 units in a trailer park of which 40 are filled. A 40-bed hospital is in the process of being constructed and should be completed in the near future. There are also 175 home sites, various commercial developments, and a golf course under construction. Anticipated future traffic, when fully developed, is estimated to be approximately 2,000 to 2,400 vehicles per day. If the existing frontage road were to be widened to two 11-foot lanes with 5-foot shoulders and surfaced with an 0-11 oil mat, an adequate roadway would be provided. The cost to reconstruct the frontage road from 22nd Street to a point opposite Station 47+50, where the connection to the existing graveled ranch road was made, has been estimated to be $9,000.

Mr. Hubbard has requested that the frontage road be extended from Station 47+50 to approximately Station 61+50. The cost for the proposed lengthening of the frontage road has been estimated at $11,100. Mr. Hubbard has access that was allowed at Station 63+00, 25 feet in width and restricted to residential usage.

NOTED
R. L PORTER

It is our opinion that if this access were to be utilized, no serious traffic hazard would result. There is a frontage road clause in the warranty deed which would allow us to build, at any future time, a frontage road for the purpose of removing the access to the highway. I believe that in this particular case, we have an obligation to construct an adequate frontage road from 22nd Street in Reedsport to Station 47+50 and the property owner should be required to provide any additional right of way that may be required.

In view of the fact the access at Station 63+00 would not present a serious hazard to the highway user at the present time, and if the property owner respects the access restriction and wants the frontage road extended from Station 47+50 to Station 61+50 he should assume the responsibility for the construction of the frontage road extension. This extended frontage road should be built either on Highway property or on his own property. If this frontage road were constructed on Highway property, I believe it would be our responsibility to accept the maintenance of the extended frontage road. I also believe where we build a frontage road and maintain it on our property that we have an obligation to the adjacent property owners to provide a facility that is adequate to handle the traffic that may result from any development in the area.

It is my recommendation that we reconstruct the frontage road from 22nd Street to Station 47+50 and that if the property owner desires the frontage road extension, he be required to pay the cost for its development.

I am enclosing a copy of a sketch map on which is shown the proposed development in the area.

F. D. Morgan
Construction Engineer

GKA:jp
Attach

RECEIVED
DEC 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 18 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

10 - 11 - 62

6769

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 17, 1962

Mr. John K. Hubbard
429 S. W. 4th Avenue
Portland 4, Oregon

Dear Mr. Hubbard:

This is to acknowledge receipt of your letter dated October 11, 1962 regarding your request for information regarding the possible improvement of the existing frontage road adjacent to your property just south of Reedsport on the north side of Highway 101.

This is to advise that this matter has been referred to the Division Office in Roseburg for investigation and report. You will be advised at a later date regarding this report.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

FDM:fp

cc General Files
L. R. Chandler

APPRAISALS
LAND MANAGEMENT
MORTGAGE LOANS

JOHN K. HUBBARD
REALTOR

TELEPHONE CAPITOL 6-3936
419 SOUTHWEST 4TH AVENUE — PORTLAND 4, OREGON

PROPERTIES:
FOREST
MINING
AGRICULTURAL
RESIDENTIAL
COMMERCIAL
INDUSTRIAL

11 October 1962

Oregon State Highway Department
Construction Engineering Office
Salem, Oregon

Attention: Mr. Frank Morgan

Gentlemen:

This letter is to amplify and formalize my request by telephone today for consideration in extending and widening the frontage road south of Reedsport on the north side of Highway 101. This area is about to be intensely developed, the trailer park being almost completed and having 40 resident trailers at this time and a capacity of 80. The hospital is under construction.

The existing frontage road is not wide enough and could possibly be widened up to at least the Bonneville power poles. Roads as indicated on enclosed map are under construction or will be shortly built making an extension of the frontage road necessary to station 61+75 at this time.

In sales of property up to this time, we have kept land in front of parcels sold for future widening, if necessary. This refers to Unger Mortuary and the trailer park.

Very truly yours,

JOHN K. HUBBARD

JKH:ew
encl/1

cc: Lower Umpqua Hospital District

CONSTRUCTION DIVISION
RECEIVED
OCT 12 1962

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1960

To: Memo to the Files

SUBJECT: File No. 17729 (L-1791)
File No. 22447 (L-2352)
Hubbard
Reedsport Vicinity

Mr. Russell Hubbard, accompanied by his son John, spent two hours in this office yesterday discussing matters concerning two past transactions in the Reedsport vicinity.

Under File No. 17729 (L-1791), we acquired a substantial tract of right of way for reconstruction of the Oregon Coast Highway south of Reedsport in 1951. The Hubbards insisted that a verbal understanding was had between Mr. Horace Dryer, who represented their interests in the transaction, and Chief Counsel Devers. This verbal understanding presumably obligated the State Highway Commission to provide a paved surface on a frontage road which was constructed along the westerly side of the highway.

I informed them that the file showed that we had disclaimed any knowledge of such an understanding, and any responsibility, as far back as 1953 and that we had no basis or authority for expenditure of public funds for such paving, which was not a contractual obligation. I further pointed out to them that Mr. Dryer witnessed their signatures on the option and had failed at that time to have the understanding, if such existed, made of record. I stated that it was necessary for us to stand on the written record.

The Hubbards discussed the matter of access to their remainder west of the Coast Highway and were advised that we would not recommend to the Commission any point of direct access, since a frontage road had been provided for that purpose. They were, likewise, informed that a frontage road along the easterly side of the highway would be pointless because the old highway continues to serve that portion of their remainder.

R.L.

John Hubbard inquired whether we would permit a city street to be constructed within our right of way along the northerly side of the line. I told him that I could not answer that question--the final decision would be in the hands of the Commission--but that it appeared that a street would be of no value to us and that it was doubtful, in my mind, that sufficient right of way was available for such a street above and beyond our possible future needs.

Under File No. 22447 (L-2352), the State acquired a parcel of right of way for the reconstruction of the Umpqua Highway through the easterly city limits of Reedsport. The Hubbards alleged an understanding with Mr. Baldock that they would be permitted two points of access to the new construction. Our right of way file indicates that no access control was imposed on this taking, although I believe that statutory control would prevail. This was pointed out to the Hubbards.

Our file further revealed that Mr. Porter instructed our agents to inform the Hubbards that, upon a determination of future use of the remaining property, they would be permitted to make regular application for road approach permits. The Hubbards desire to fill the low ground which remains to them, for business use, probably for a service station site. They would like to build the site to the level of the highway grade and to encroach with their fill up to the highway shoulder to eliminate the drainage problem between the two fills.

We examined the construction plan of this project, which indicated a jiggle bar traffic island so designed as to block a left turn into the Hubbard property. The Hubbards were informed that this construction might preclude any consideration of a revision, but that a Commission Resolution of July, 1958, might provide a framework for considering their proposal in its entirety with the understanding that any necessary revisions of existing construction required for traffic safety would have to be made at their sole expense.

I suggested that they should prepare a plan of their proposed development to accompany an application for road approach permits, initiating the action either through the local DMS or the Division Office.

Walter T. Wright

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg:wc

cc Mr. Forrest Cooper
Mr. Frank Morgan
Mr. G. W. Ross

File No. 23023

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That we, Russell J. Hubbard and Eva K. Hubbard, husband and wife, grantors, for the consideration of the sum of Two Thousand Five Hundred Seventy - Eight and No/100 ($2,578.00) Dollars and other valuable considerations to us paid, have bargained and sold and by these presents do bargain, sell and convey unto the State of Oregon, by and through its State Highway Commission, the following described premises, to wit:

A parcel of land lying in Government Lot 9 of Section 36, Township 21 South, Range 12 West, W. M., Douglas County, Oregon, the said parcel being that portion of said Lot 9 included in a strip of land variable feet in width, lying on the Southerly side of the center line of the Umpqua Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 60+00, said Station being 1157.5 feet North and 384.54 feet West of the Southwest corner of said Section 36; thence South 72° 32' East 1078.1 feet; thence on a spiral curve right (the long chord of which bears South 71° 42' East) 400 feet; thence on a 4583.66 foot radius curve right (the long chord of which bears South 59° 05' 30" East) 1750.7 feet to Station 92+28.8, said center line crossing the Westerly and Southerly lines of said Lot 9 approximately at Stations 63+71 and 89+09 respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southerly Side of Center Line
West line of said Lot 9		80+00	300 feet
80+00		91+80	550 feet

EXCEPT that portion of said strip of land lying within that property previously conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 100, Page 485, Douglas County Deed Records.

The parcel of land to which this description applies contains 11.88 acres.

As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory abutter's easements of access between the right of way of the public way identified as the relocated Umpqua Highway and all of the Grantors' remaining real property consisting of all parcels contiguous one to another, whether acquired by separate conveyances or otherwise, all of which parcels either adjoin the real property conveyed by this instrument, or are connected thereto by other parcels owned by Grantors.

Reserving, for service of the said remaining property, right of access from Grantors' remaining property to said highway of a width of twenty-five (25) feet at each of the following places and for the following purposes only:

Hwy. Engr's Sta.	Side of Hwy.	Purpose
80+00	Southerly	Development, harvesting, and transportation of forest products of the Grantors remaining land and private residential use only.

File No. 23023

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That we, Russell J. Hubbard and Eva K. Hubbard, husband and wife, grantors, for the consideration of the sum of Two Thousand Five Hundred Seventy - Eight and No/100 ($2,578.00) Dollars and other valuable considerations to us paid, have bargained and sold and by these presents do bargain, sell and convey unto the State of Oregon, by and through its State Highway Commission, the following described premises, to wit:

A parcel of land lying in Government Lot 9 of Section 36, Township 21 South, Range 12 West, W. M., Douglas County, Oregon, the said parcel being that portion of said Lot 9 included in a strip of land variable feet in width, lying on the Southerly side of the center line of the Umpqua Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 60+00, said Station being 1157.5 feet North and 384.54 feet West of the Southwest corner of said Section 36; thence South 72° 32' East 1078.1 feet; thence on a spiral curve right (the long chord of which bears South 71° 42' East) 400 feet; thence on a 4583.66 foot radius curve right (the long chord of which bears South 59° 05' 30" East) 1750.7 feet to Station 92+28.8, said center line crossing the Westerly and Southerly lines of said Lot 9 approximately at Stations 63+71 and 89+09 respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southerly Side of Center Line
West line of said Lot 9		80+00	300 feet
80+00		91+80	550 feet

EXCEPT that portion of said strip of land lying within that property previously conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 100, Page 485, Douglas County Deed Records.

The parcel of land to which this description applies contains 11.68 acres.

As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory abutter's easements of access between the right of way of the public way identified as the relocated Umpqua Highway and all of the Grantors' remaining real property consisting of all parcels contiguous one to another, whether acquired by separate conveyances or otherwise, all of which parcels either adjoin the real property conveyed by this instrument, or are connected thereto by other parcels owned by Grantors.

Reserving, for service of the said remaining property, right of access from Grantors' remaining property to said highway of a width of twenty-five (25) feet at each of the following places and for the following purposes only:

Hwy. Engr's Sta.	Side of Hwy.	Purpose
80+00	Southerly	Development, harvesting, and transportation of forest products of the Grantors remaining land and private residential use only.

Approved WEW

If, after written notice to desist, the Grantors, or any person holding under them, shall use any of said rights of access, including crossings, for any purpose not stated for that particular place, or shall permit or suffer any person to do so, such right of access shall automatically be suspended. The Grantee shall thereupon have the right to close such place of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the Grantee that the place of access will be used only for the purpose hereinabove stated; provided, however, that the Grantee may first require a bond with sureties satisfactory to the Grantee in an amount not in excess of $1,000.00, conditioned upon faithful compliance with the above provisions concerning the use of access at said place. The Grantee's rights to close such place of access and require a bond shall be continuing as to each succeeding use for a purpose not herein stated.

Grantee has the right to construct or otherwise provide at any future time a frontage road or roads within the boundaries of any present or hereafter acquired right of way; whereupon, all rights of access hereinabove reserved to and from the highway that are on or adjacent to any such frontage road or roads shall cease, but the Grantors, their heirs and assigns, shall have access to the frontage road or roads. Said frontage road or roads shall be connected to the main highway, or to other public ways, only at such places as the Grantee may select.

It is expressly intended that these covenants, burdens and restrictions shall run with the land and shall forever bind the Grantors, their heirs and assigns.

The consideration herein named shall be construed to include full compensation for all claims for damages by reason of changes of grade, under ORS 373.040.

TO HAVE AND TO HOLD the said premises with their appurtenances, in fee simple, unto the said State of Oregon, by and through its State Highway Commission, its successors and assigns forever.

And we the said grantors do hereby covenant to and with the said State of Oregon, by and through its State Highway Commission, its successors and assigns, that we are the owners in fee simple of said premises; that they are free from all encumbrances and that we will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 27 day of December, 19 56.

Done in presence of:

_____ Russell J. Hubbard /s/ (SEAL)

_____ Eva K. Hubbard /s/ (SEAL)

STATE OF OREGON
County of Multnomah } ss

On this 27 day of December, 1956, personally came before me, a Notary Public in and for said county and state, the within named Russell J. Hubbard and Eva K. Hubbard, his wife, to me personally known to be the identical persons described in, and who executed the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

M. H. Clark /s/
Notary Public for Oregon

(SEAL)

My commission expires 12/19/59

br/

RECEIVED
MAR 18 1955
FOR FILING

10-1139

6769

H. Russell Hubbard

Salem, Oregon
March 17, 1955

Mr. Tom Edwards

When Russell Hubbard or his son puts in an application for access to the property shown on the attached print, suggest that approval be given for not more than the two openings shown, the east opening to be near the end of the island, because we refuse to cut the island back for the admission of westbound traffic.

R. H. Baldock

RHB:hi
cc Mr. F. B. Crandall

FORM 850—0001—4-54—74395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1955

SUBJECT: Access to Russell J. Hubbard Property
ORE38 - Reedsport

To: R. H. Baldock
State Highway Engineer
Office

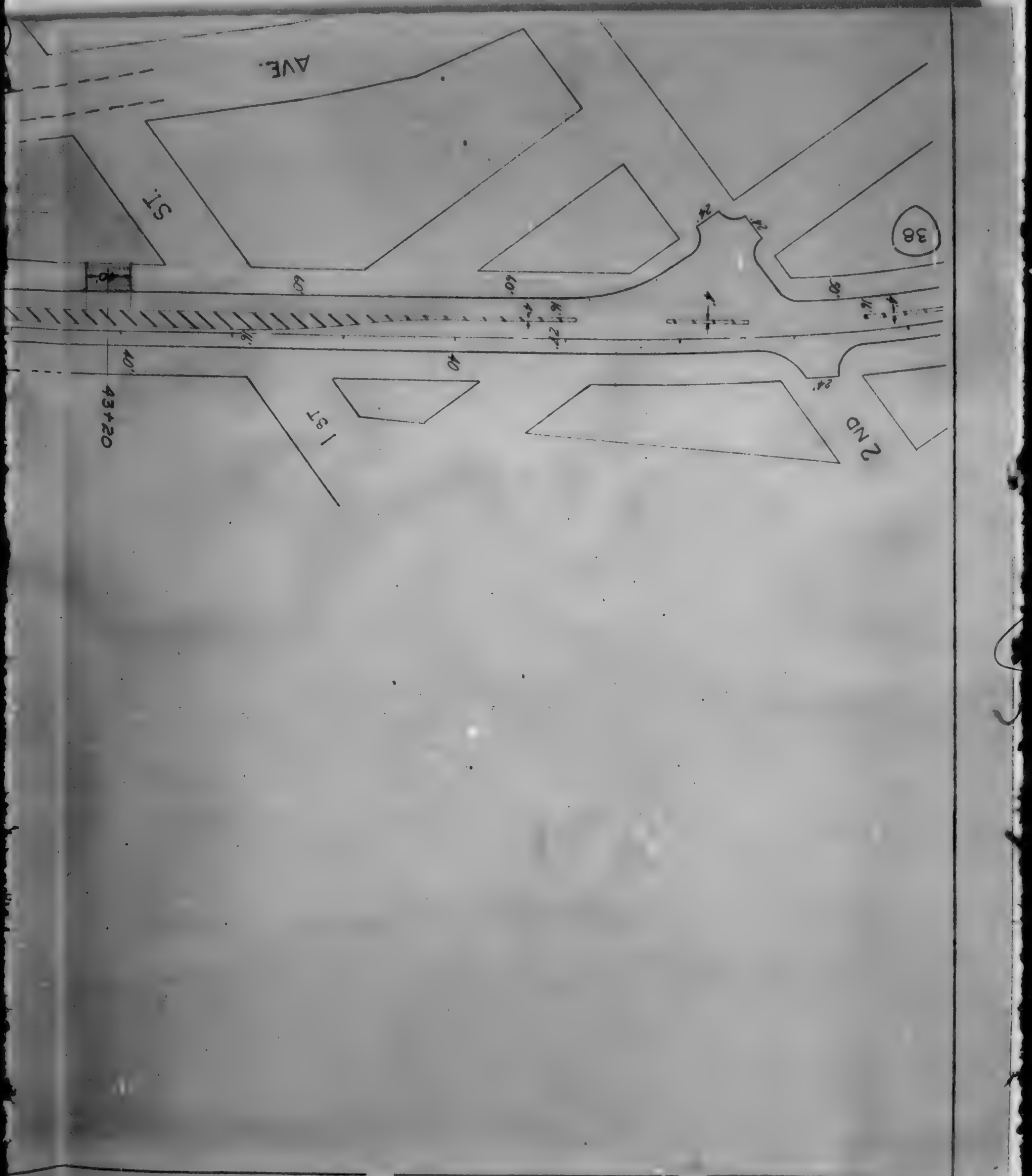
I have in accord with our verbal discussion on the above-indicated matter revised and prepared plan of access to the Hubbard property in Reedsport.

I attach herewith two prints of plan of treatment.

F. B. Crandall
Traffic Engineer

FBC:jr
Attachment

RECEIVED
MAR 14 1955
OFFICE OF
STATE HIGHWAY ENGINEER


AVE.
ST.
60'
60'
38
40'
40
43+20
1ST
2ND

OREGON STA
Traffic
PR
UMPQUA HW

Scale: 1" = 10

UMPQUA

46+26

R/W Line

30'

S. 70°05'E.

45'

4%

60'

75'

40'

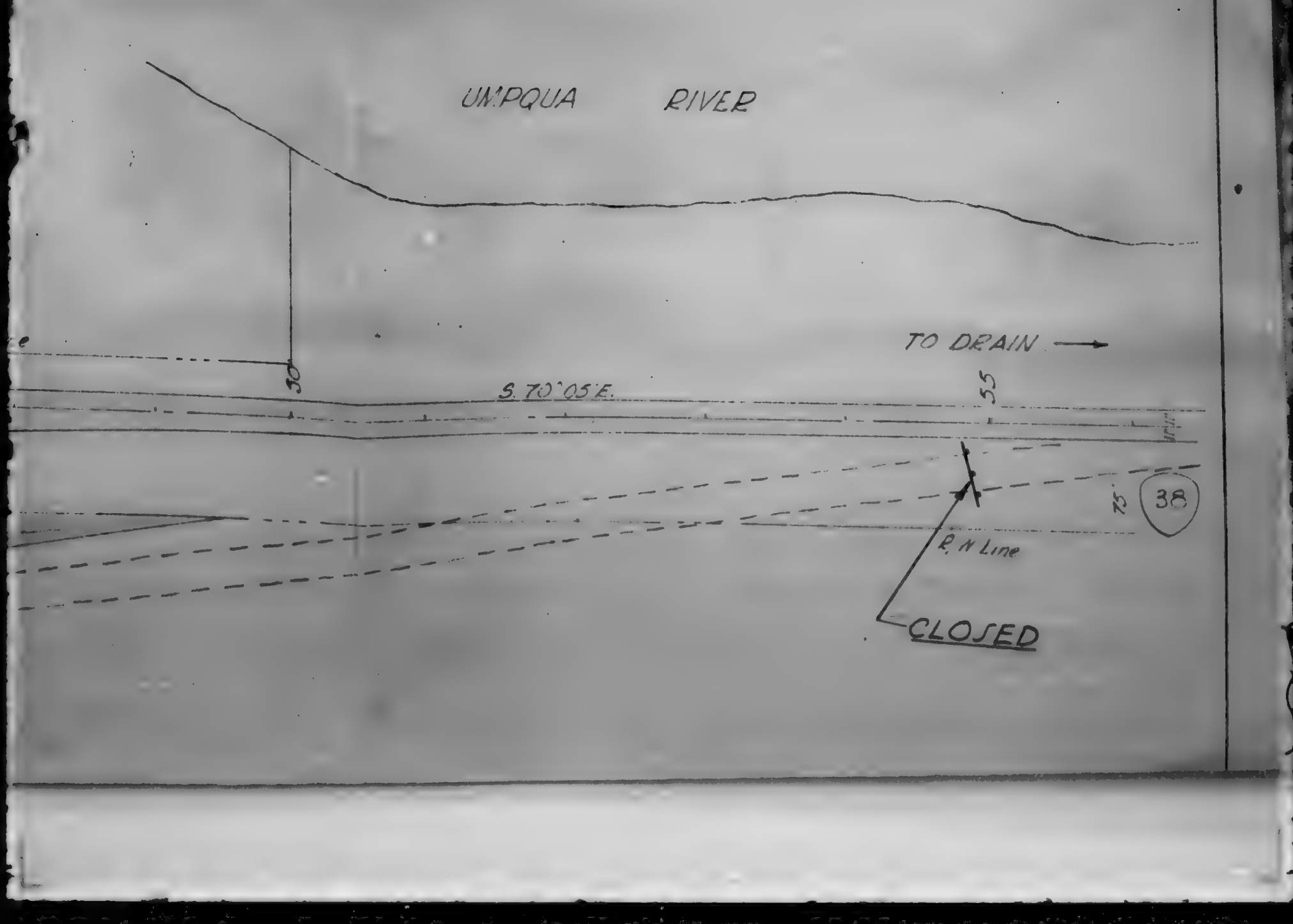
HUBBARD PROPERTY

OLD HIGHWAY

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PROPOSED ACCESS
UMPQUA HWY.(ORE.38) & 1st STREET
REEDSPORT

Scale: 1" = 100' February, 1955



2ND

1ST

43+20

40

40'

24'

16'

27'

4'

16'

4'

16'

50'

60'

60'

6'

38

24'

ST.

AVE.

ELM

ST.

UMPQUA

46+26

R/W Line

45

30

S. 70°05'E

60'

75'

40'

HUBBARD PROPERTY

OLD HIGHWAY

Existing Pavement

Proposed Access

UMPQUA RIVER

TO DRAIN →

30

S. 70°05'E.

55

38

R/W Line

CLOSED

FORM ESO—0001—6-54—74000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1955

SUBJECT: Access to Russell J. Hubbard Property
ORE38 - Reedsport

To: R. H. Baldock
State Highway Engineer
Office

Regards discussion at your office yesterday with Mr. Russell J. Hubbard on access to property at Reedsport, I attach hereto a plan showing the two access points as were discussed with Mr. Hubbard at the time he was contacted by Mr. Johnson of this office. During the discussion Mr. Hubbard was talking in terms of something more than two driveway accesses, however, it would appear to me from the standpoint of maximum use of this relatively small parcel that the two accesses should suffice.

F. B. Crandall
Traffic Engineer

FBC:jr
Attachment

10 11 79

3-14-55

COPY

FORM E-204X 6M 7-55

OREGON STATE HIGHWAY COMMISSION

File No. 23023

GL 6-1-56

Grantor Russel J. Hubbard and Eva K. Hubbard, H & W Mail Address 404 George White Bldg., Portland, Ore.

Mail Address

Section Reedsport-Dean Creek Highway Umpqua

County Douglas Purpose Right of Hwy Agent J. M. Morgan

AB-21-22

REAL ESTATE OPTION

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to us or to the public, we the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to wit:

A parcel of land lying in the Government Lot 9 of Section 36, Township 21 South, Range 12 West, W. M., Douglas County, Oregon; the said parcel being that portion of said Lot 9 included in a strip of land variable feet in width, lying on the Southerly side of the center line of the Umpqua Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 60+00, said Station being 1157.5 feet North and 384.54 feet West of the Southwest corner of said Section 36; thence South 72° 32' East 1078.1 feet; thence on a spiral curve right (the long chord of which bears South 71° 42' East) 400 feet; thence on a 4583.66 foot radius curve right (the long chord of which bears South 59° 05' 30" East) 1750.7 feet to Station 92.28.6, said center line crossing the Westerly and Southerly lines of said Lot 9, approximately at Stations 63+71 and 89+09, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southerly Side of Center Line
West line of said Lot 9 to		80+00	300 feet
80+00		91+80	550 feet

EXCEPT that portion of said strip of land lying within that property previously conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 100, Page 485, Douglas County Deed Records.

The parcel of land to which this description applies contains 11.88 acres.

The consideration herein named shall be construed to include full compensation for all claims for damages by reason of changes of grade, under ORS 373.040.

db/

CONTROL COPY

The State Highway Commission shall have the irrevocable right, at any time within fifteen days from the date hereof, to accept this option, and we agree to deliver to the State of Oregon, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, including taxes due and payable during the fiscal tax year in which the deed for the said real estate is delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Unless stated to the contrary herein, the conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described. It is further understood and agreed that we will furnish, without cost to the State, good and merchantable title, as a condition precedent to the making of compensation. Upon delivery of said deed, and the clearing of title satisfactory to the State, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of

Two thousand five hundred and seventy eight and no/100 DOLLARS ($ 2,578.00)

State to deed the Grantors Lots 3 and 4 of Block 21, City of Reedsport free and clear of all encumbrances except the reservation of a ten foot slope easement along Highway 101 until the lots are graded to the street grade.

as full payment of the purchase price of said real estate, including all demages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the State shall do the following things, and it is expressly understood that the State shall not be obligated further than in this option expressly stated:

State to order and pay for title insurance.

Grantor ...Mabel J. Hubbard... Mail Address ...404 George White Bldg., Portland, Or...
K. Hubbard, R & W

..... Mail Address .....

Section ...Reedsport-Dean Creek... Highway ...Umpqua...

County ...Douglas... Purpose ...Right of Hwy... Agent J. M. Morgan

10-21-22

REAL ESTATE OPTION

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to us or to the public, we the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to wit:

A parcel of land lying in the Government Lot 9 of Section 36, Township 21 South, Range 12 West, W. M., Douglas County, Oregon; the said parcel being that portion of said Lot 9 included in a strip of land variable feet in width, lying on the Southerly side of the center line of the Umpqua Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 60+00, said Station being 1157.5 feet North and 384.54 feet West of the Southwest corner of said Section 36; thence South 72° 32' East 1078.1 feet; thence on a spiral curve right (the long chord of which bears South 71° 42' East) 400 feet; thence on a 4583.66 foot radius curve right (the long chord of which bears South 59° 05' 30" East) 1750.7 feet to Station 92.28.8, said center line crossing the Westerly and Southerly lines of said Lot 9, approximately at Stations 63+71 and 89+09, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southerly Side of Center Line
West line of said Lot 9 to		80+00	300 feet
80+00		91+80	550 feet

EXCEPT that portion of said strip of land lying within that property previously conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 100, Page 485, Douglas County Deed Records.

The parcel of land to which this description applies contains 11.88 acres.

The consideration herein named shall be construed to include full compensation for all claims for damages by reason of changes of grade, under ORS 373.040.

db/

CONTROL COPY

The State Highway Commission shall have the irrevocable right, at any time within fifteen days from the date hereof, to accept this option, and we agree to deliver to the State of Oregon, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, including taxes due and payable during the fiscal tax year in which the deed for the said real estate is delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Unless stated to the contrary herein, the conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described. It is further understood and agreed that we will furnish, without cost to the State, good and merchantable title, as a condition precedent to the making of compensation. Upon delivery of said deed, and the clearing of title satisfactory to the State, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of 2,578.00

Two thousand five hundred and seventy eight and no/100 DOLLARS ($.....)

State to deed the Grantors Lots 3 and 4 of Block 21, City of Reedsport free and clear of all encumbrances except the reservation of a ten foot slope easement along Highway 101 until the lots are graded to the street grade.

as full payment of the purchase price of said real estate, including all demages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the State shall do the following things, and it is expressly understood that the State shall not be obligated further than in this option expressly stated:

State to order and pay for title insurance.

In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that any building, or other item proposed to be moved is destroyed or damaged, before moving, to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same. State may withhold that part of the cash consideration representing the cost of moving until the land conveyed has been cleared of improvements to be moved.

In the event that this option is accepted, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

It is understood and agreed that any instrument or conveyances which may be required to complete the purchase shall contain provisions substantially as follows, to wit:

As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory abutter's easements of access between the right of way of the public way identified as the relocated U.S. 2 Highway and all of the Grantors' remaining real property consisting of all parcels contiguous one to another, whether acquired by separate conveyances or otherwise, all of which parcels either adjoin the real property conveyed by this instrument, or are connected thereto by other parcels owned by Grantors.

(Crossing for Farm Purposes)

Reserving, so long as any portions of the said remaining property on both sides of the said highway and served by such crossing are held by a single ownership, the right to establish, maintain and use a crossing of a width of ..... feet at Highway Engineer's Station ..... for farm purposes only. The construction of a frontage road or roads shall not defeat the right of crossing.

(Right of Access)

Reserving, for service of the said remaining property, right of access from Grantors' remaining property to said highway of a width of twenty-five (25) ..... feet at each of the following places and for the following purposes only:

Hwy. Engr's Sta.	Side of Hwy.	Purpose
80+00	Southerly	Private residential and harvesting, developing and transportation of forest products from the grantors remaining land only.

(Suspension of Access)

If, after written notice to desist, the Grantors, or any person holding under them, shall use any of said rights of access, including crossings, for any purpose not stated for that particular place, or shall permit or suffer any person to do so, such right of access shall automatically be suspended. The Grantee shall thereupon have the right to close such place of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the Grantee that the place of access will be used only for the purpose herinabove stated; provided, however, that the Grantee may first require a bond with sureties satisfactory to the Grantee in an amount not in excess of $1,000.00, conditioned upon faithful compliance with the above provisions concerning the use of access at said place. The Grantee's rights to close such place of access and require a bond shall be continuing as to each succeeding use for a purpose not herein stated.

(Present Frontage Road)

Grantee shall construct or otherwise provide a frontage road within the boundaries of any present or hereafter acquired right of way on the ..... side of the highway, and the Grantors, their heirs and assigns, shall have access to the frontage road or roads. Said frontage road or roads shall be connected to the main highway, or to other public ways, only at such places as the Grantee may select.

(Future Frontage Road)

Grantee has the right to construct or otherwise provide at any future time a frontage road or roads within the boundaries of any present or hereafter acquired right of way; whereupon, all rights of access hereinabove reserved to and from the highway that are on or adjacent to any such frontage road or roads shall cease, but the Grantors, their heirs and assigns, shall have access to the frontage road or roads. Said frontage road or roads shall be connected to the main highway, or to other public ways, only at such places as the Grantee may select.

It is expressly intended that these covenants, burdens and restrictions shall run with the land and shall forever bind the Grantors, their heirs and assigns.

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the State in connection with the real property herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The State shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. **No statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of the State Highway Department shall be binding on, or of any effect against, the State or the State Highway Commission.**

The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived.

Dated this 14 day of December 19 56

Witnesses:

/s/ Eleanor J. Westby

/s/ John Hubbard

/s/ Russell J. Hubbard [SEAL]

/s/ Eva K. Hubbard [SEAL]

[SEAL]

[SEAL]

SCHEDULE OF MOVING WORK

Right of Way
File No.
RW 15721

COPY

File 22447, L-2352

D E E D

KNOW ALL MEN BY THESE PRESENTS, That we, RUSSELL J. HUBBARD and EVA K. HUBBARD, husband and wife, Grantors, for the consideration of the sum of ONE HUNDRED FIFTY AND NO/100 ($150.00) DOLLARS to us paid, have bargained and sold, and by these presents do bargain, sell and convey, unto the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, the following described premises, to-wit:

IRS

55 cents

A parcel of land lying in Lot 6 of Section 35, Township 21 South, Range 12 West, W.M., Douglas County, Oregon, and being a portion of that property described in that deed to Umpqua Corporation, recorded in Book 97, Page 16, of Douglas County Records of Deeds, the said parcel being a strip of land 20 feet in width, lying Southerly of and adjacent to the Southerly right of way line of the relocated Umpqua Highway. Said strip of land extends from the West line of said property to a line at right angles to the relocated center line of said highway at Engineer's center line Station 45+00 as said station and center line is described in that deed from the Umpqua Corporation to the State of Oregon, by and through its State Highway Commission, recorded in Book 100, Page 485, Douglas County Deed Records. The Scutherly line of the parcel hereby conveyed is parallel to and 60 feet from said highway center line.

The parcel of land to which this description applies contains 0.11 acre.

TO HAVE AND TO HOLD the said premises, with their appurtenances, in fee simple, unto the said State of Oregon, by and through its State Highway Commission, its successors and assigns, forever.

It is understood and agreed between the Grantors and the Grantee that said property is being acquired by the Grantee for the purpose of widening and improving the Reedsport-Dean Creek section of the Umpqua Highway; and upon the execution and delivery of this deed, the property herein described will be and become a part of said highway.

It is also understood and agreed that if, hereafter, the Grantee shall cease to use said above described property for road purposes, no right of reversion of the title to said property shall exist in Grantors, or their heirs or assigns, because of anything contained in this deed.

And we, the said Grantors, do hereby covenant to and with the said State of Oregon, by and through its State Highway Commission, its successors and assigns, that we are the owners in fee simple of said premises, that they are free from all incumbrances created or permitted by us, except as hereinabove stated, and that we will warrant and defend the same from all lawful claims whatsoever of anyone claiming by, through or under us, except as hereinabove stated.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 16 day of March, 1955.

Russell J. Hubbard /s/ (SEAL)

Eva K. Hubbard /s/ (SEAL)

RW 15727

COPY

File 22447, L-2352

D E E D

KNOW ALL MEN BY THESE PRESENTS, That we, RUSSELL J. HUBBARD and EVA K. HUBBARD, husband and wife, Grantors, for the consideration of the sum of ONE HUNDRED FIFTY AND NO/100 ($150.00) DOLLARS to us paid, have bargained and sold, and by these presents do bargain, sell and convey, unto the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, the following described premises, to-wit:

IRS

55 cents

A parcel of land lying in Lot 6 of Section 35, Township 21 South, Range 12 West, W.M., Douglas County, Oregon, and being a portion of that property described in that deed to Umpqua Corporation, recorded in Book 97, Page 16, of Douglas County Records of Deeds, the said parcel being a strip of land 20 feet in width, lying Southerly of and adjacent to the Southerly right of way line of the relocated Umpqua Highway. Said strip of land extends from the West line of said property to a line at right angles to the relocated center line of said highway at Engineer's center line Station 45+00 as said station and center line is described in that deed from the Umpqua Corporation to the State of Oregon, by and through its State Highway Commission, recorded in Book 100, Page 485, Douglas County Deed Records. The Southerly line of the parcel hereby conveyed is parallel to and 60 feet from said highway center line.

The parcel of land to which this description applies contains 0.11 acre.

TO HAVE AND TO HOLD the said premises, with their appurtenances, in fee simple, unto the said State of Oregon, by and through its State Highway Commission, its successors and assigns, forever.

It is understood and agreed between the Grantors and the Grantee that said property is being acquired by the Grantee for the purpose of widening and improving the Reedsport-Dean Creek section of the Umpqua Highway; and upon the execution and delivery of this deed, the property herein described will be and become a part of said highway.

It is also understood and agreed that if, hereafter, the Grantee shall cease to use said above described property for road purposes, no right of reversion of the title to said property shall exist in Grantors, or their heirs or assigns, because of anything contained in this deed.

And we, the said Grantors, do hereby covenant to and with the said State of Oregon, by and through its State Highway Commission, its successors and assigns, that we are the owners in fee simple of said premises, that they are free from all incumbrances created or permitted by us, except as hereinabove stated, and that we will warrant and defend the same from all lawful claims whatsoever of anyone claiming by, through or under us, except as hereinabove stated.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 16 day of March, 1955.

Russell J. Hubbard /s/ (SEAL)

Eva K. Hubbard /s/ (SEAL)

FILE COPY

STATE OF OREGON }
County of Multnomah } ss.

On this 16th day of March, 1955, personally came before me, a Notary Public in and for said county and state, the within named Russell J. Hubbard and Eva K. Hubbard, his wife, to me personally known to be the identical persons described in and who executed the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Eleanor J. Westby /s/
Notary Public for Oregon

(S E A L)

My commission expires: 8/3/56

10-1139

File No. 17729

WARRANTY DEED

THIS INDENTURE WITNESSETH, That we, Russell J. Hubbard and Eva E. Hubbard, husband and wife, grantors, for the consideration of the sum of Twenty Three Thousand and 00/100 ($23,000.00) Dollars to us paid, have bargained and sold and by these presents do bargain, sell and convey unto the State of Oregon, by and through its State Highway Commission, the following described premises, to wit:

Parcel 1

A parcel of land lying in Sections 3 and 4, Township 22 South, Range 12 West, W. M., Douglas County, Oregon. The said parcel being a strip of land of variable widths extending from the West line of 22nd Street in the City of Reedsport to the West line of said Section 4 and lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 23+66.04, said Station being 801.55 feet South and 210.10 feet East of the Northeast corner of said Section 4; thence on a 5729.58 foot radius curve left (the long chord of which bears South 72° 22' West) 178.33 feet; thence on a spiral curve left (the long chord of which bears South 70° 08' 30" West) 400 feet; thence South 69° 28' 30" West 4332.76 feet; thence on a spiral curve left (the long chord of which bears South 66° 08' 30" West) 500 feet; thence on a 1432.40 feet radius curve left (the long chord of which bears South 55° 02' West) 222.08 feet; thence on a spiral curve left (the long chord of which bears South 43° 55' 30" West) 500 feet; thence South 40° 35' 30" West 1135.17 feet to Engineer's center line Station 96+34.38, said center line crossing the West line of said 22nd Street and the West line of said Section 4 approximately at Stations 24+15 and 86+05 respectively. Said Station 86+05 being 893 feet South of the West quarter corner of said Section 4.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on North side of center line	Width on South side of center line
23+66		29+44.37	60 feet	variable to existing highway
29+44.37		37+00	60 feet	110 feet
37+00		45+50	70 feet	110 feet
45+50		50+00	90 feet	110 feet
50+00		63+50	150 feet	150 feet
63+50		65+00	150 feet	300 feet
65+00		70+00	250 feet	300 feet
70+00		73+00	250 feet	200 feet
73+00		73+50	200 feet	200 feet
73+50		78+00	200 feet	150 feet
78+00		W. L. S.+.4	150 feet	150 feet

Except that part of said strip of land lying within the Northeast quarter of the Southwest quarter (NE¼ SW¼) of said Section 4.

The parcel of land to which this description applies contains 40.3 acres, of which 7.8 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 32.5 acres lie outside of the existing right of way.

Parcel 2:

A parcel of land lying in the Northeast quarter of the Southeast quarter (NE¼ SE¼) of Section 5, Township 22 South, Range 12 West, W.M., Douglas County, Oregon. The said parcel being that portion of said Northeast quarter of the Southeast quarter (NE¼ SE¼) included in a strip of land 300 feet in width, 150 feet on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 84+99.21, said Station being 660.95 feet South and 153.52 feet East of the East quarter corner of said Section 5; thence South 40° 35' 30" West 1000.79 feet to Station 95+00, said center line crossing the East and South lines of said Northeast quarter of the Southeast quarter (NE¼ SE¼) approximately at Stations 88+05 and 93+50, respectively.

The parcel of land to which this description applies contains 3.75 acres, of which 1.04 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 2.71 acres lie outside of the existing right of way.

As an essential part of this transaction, we, the undersigned, as the owners in fee simple of the tract of land abutting on the relocated Oregon Coast Highway, as described in those certain deeds wherein Russell J. Hubbard was grantee, recorded in Volume 102, Pages 584 and 585, Volume 100, Page 505 and Volume 140, Page 327, Deed Records of Douglas County, Oregon, of which the real property covered by this deed is a part, do, for ourselves, our heirs and assigns, sell, transfer, convey and relinquish to the State of Oregon, by and through its State Highway Commission, its successors and assigns, forever, all existing, future or potential easement of access and all rights of ingress, egress and regress to, from and between the real property described in said recorded deed and the real property above described including the highway constructed or to be constructed thereon or along.

EXCEPT, there is reserved the right of access from said abutting land to said highway of a width not to exceed 25 feet on the North side thereof opposite Highway Engineer's Stations 86+77, 77+30 and 63+00, and not to exceed 25 feet on the South side thereof opposite Highway Engineer's Station 71+80; said accesses to be for ordinary travel to and from the abutting land only, and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property, which, in any manner, caters to, invites, solicits from or is dependent upon the users of said highway.

Rights of access to a frontage or service road to be constructed by the grantee on the North side of the Oregon Coast Highway upon right of way now owned, or lands to be acquired by the grantee; said frontage or service road shall be constructed at the time of construction of the Oregon Coast Highway upon the real property described in Parcel 3 hereof from 22nd Street in Reedsport, Oregon, to connect with an existing ranch road which crosses the Oregon Coast Highway at State Highway Engineer's center line Station 48+40.

The State of Oregon shall have the right, at its option, to build at any future time, at its sole cost, a frontage or service road, or frontage or service roads, in addition to the said service road above set forth, on either side of the Oregon Coast Highway upon right of way now owned, or lands to be acquired by the State of Oregon, and upon construction of such frontage or service road or roads, the right or rights of private access herein set forth to be reserved that is or are adjacent to such frontage or service road or roads shall terminate and cease, and the owners of said remaining property shall thereupon have access to such

frontage or service road or roads; said frontage or service road or roads shall be connected to the main highway only at such points as the State of Oregon may designate.

It is expressly intended that these covenants, burdens and restrictions shall run with the land and shall forever bind the grantors, their heirs and assigns.

Parcel 3:

A parcel of land lying in the Northwest quarter (NW¼) of Section 3, and the Northeast quarter (NE¼) of Section 4, Township 28 South, Range 12 West, W.M., Douglas County, Oregon. The said parcel being that portion of said property included in a strip of land 60 feet in width, 30 feet on each side of the center line of the service road as said service road has been relocated, which center line is described as follows:

Beginning at a point on the Westerly line of 22nd Street of the City of Reedsport, Oregon, 30 feet Southerly from the Bonneville Power Administration property and running thence Southeasterly and 30 feet distant from said Bonneville Power Administration property a distance of 390 feet, more or less; thence on a tangent and 6° curve right a distance of 425 feet, more or less, to a point opposite and 30 feet right of Engineer's relocated center line Station 31+75 of the Oregon Coast Highway as said relocated center line is described in Parcel 1 above.

The parcel of land to which this description applies contains 0.83 acre.

TO HAVE AND TO HOLD the said premises with their appurtenances, in fee simple, unto the said State of Oregon, by and through its State Highway Commission, its successors and assigns forever.

And we the said grantors do hereby covenant to and with the said State of Oregon, by and through its State Highway Commission, its successors and assigns, that we are the owners in fee simple of said premises; that they are free from all incumbrances save and except that perpetual easement to and in favor of Bonneville Power Administration affecting a portion of the above described lands, and that we will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 1 day of July, 1952.

Done in presence of:

Sarah H. Stevenson

Russell J. Hubbard (SEAL)

Eva K. Hubbard (SEAL)

STATE OF OREGON }
County of Multnomah } ss

On this 1st day of July, 1952, personally came before me, a Notary Public in and for said county and state, the within named Russell J. Hubbard and Eva K. Hubbard, husband and wife, to me personally known to be the identical persons described in, and who executed, the within instrument, and the each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

H. A. Dryer
Notary Public for Oregon

My commission expires: April 12, 1953

Form E-41x—OM—12-50

6-27-52

File No. 17723

OREGON STATE HIGHWAY COMMISSION

Grantor Russell J. Hubbard and Mail Address

Eva K. Hubbard Agent

Section Reedsport-Coos County Line Highway Oregon Coast

County Douglas Purpose

REAL ESTATE OPTION

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, supervise, and/or repair the portion, or portions, of the highways of the State for which the real property hereinafter described is or may be necessary or desirable, or, in consideration of the plans and purpose of the State to improve, supervise, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to us or to the public, whether tangible or not, we the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to buy the following described real estate in the State of Oregon, to wit:

Parcel 1

A parcel of land lying in Sections 3 and 4, Township 22 South, Range 12 West, W. M., Douglas County, Oregon; the said parcel being a strip of land of variable widths, extending from the West line of 22nd Street in the City of Reedsport to the West line of said Section 4 and lying on each side of center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 23+66.04, said Station being 801.55 feet South and 210.10 feet East of the Northeast corner of said Section 4; thence on a 5729.58 feet radius curve left (the long chord of which bears South 72° 22' West) 178.33 feet; thence on a spiral curve left (the long chord of which bears South 70° 08' 30" West) 400 feet; thence South 69° 28' 30" West 4332.76 feet; thence on a spiral curve left (the long chord of which bears South 66° 08' 30" West) 500 feet; thence on a 1432.40 feet radius curve left (the long chord of which bears South 55° 02' West) 222.06 feet; thence on a spiral curve left (the long chord of which bears South 43° 55' 30" West) 500 feet; thence South 40° 35' 30" West 1135.17 feet to Engineer's center line Station 96+34.38, said center line crossing the West line of said 22nd Street and the West line of said Section 4 approximately at Stations 24+15 and 88+05, respectively. Said Station 88+05 being 893 feet South of the West quarter corner of said Section 4.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on North Side of center line	Width on South Side of center line
23+66	29+44.37	60 feet	Variable to existing highway
29+44.37	37+00	60 feet	110 feet
37+00	45+50	70 feet	110 feet
45+50	50+00	90 feet	110 feet
50+00	63+50	150 feet	150 feet
63+50	65+00	150 feet	300 feet
65+00	70+00	250 feet	300 feet
70+00	73+00	250 feet	200 feet
73+00	73+50	200 feet	200 feet
73+50	78+00	200 feet	150 feet
78+00	West line of Section 4	150 feet	150 feet

Except that part of said strip of land lying within the Northeast quarter (NE¼) of the Southwest quarter (SW¼) of said Section 4.

The parcel of land to which this description applies contains 40.3 acres, of which 7.8 acres lie within the existing right of way, title to which is hereby alleged to be in the public, and 32.5 acres lie outside of the existing right of way; 5 acres of this 32.5 acres lie in the Bonneville lease, leaving 27.5 acres net.

Form E-41x—6M—12-50

6-27-52

File No. 17739

6769

OREGON STATE HIGHWAY COMMISSION

Grantor Russell J. Hubbard and Mail Address

Eva K. Hubbard Agent

Section Reedsport-Coos County Line Highway Oregon Coast

County Douglas Purpose

REAL ESTATE OPTION

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, supervise, and/or repair the portion, or portions, of the highways of the State for which the real property hereinafter described is or may be necessary or desirable, or, in consideration of the plans and purpose of the State to improve, supervise, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to us or to the public, whether tangible or not, we the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to buy the following described real estate in the State of Oregon, to wit:

Parcel 1

A parcel of land lying in Sections 3 and 4, Township 22 South, Range 12 West, W. M., Douglas County, Oregon; the said parcel being a strip of land of variable widths, extending from the West line of 22nd Street in the City of Reedsport to the West line of said Section 4 and lying on each side of center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 23+66.04, said Station being 801.55 feet South and 210.10 feet East of the Northeast corner of said Section 4; thence on a 5729.58 foot radius curve left (the long chord of which bears South 72° 22' West) 178.33 feet; thence on a spiral curve left (the long chord of which bears South 70° 08' 30" West) 400 feet; thence South 69° 28' 30" West 4332.76 feet; thence on a spiral curve left (the long chord of which bears South 66° 08' 30" West) 500 feet; thence on a 1432.40 foot radius curve left (the long chord of which bears South 55° 02' West) 222.08 feet; thence on a spiral curve left (the long chord of which bears South 43° 55' 30" West) 500 feet; thence South 40° 35' 30" West 1135.17 feet to Engineer's center line Station 96+34.38, said center line crossing the West line of said 22nd Street and the West line of said Section 4 approximately at Stations 24+15 and 88+05, respectively. Said Station 88+05 being 893 feet South of the West quarter corner of said Section 4.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on North Side of center line	Width on South Side of center line
23+66	29+44.37	60 feet	Variable to existing highway
29+44.37	37+00	60 feet	110 feet
37+00	45+50	70 feet	110 feet
45+50	50+00	90 feet	110 feet
50+00	63+50	150 feet	150 feet
63+50	65+00	150 feet	300 feet
65+00	70+00	250 feet	300 feet
70+00	73+00	250 feet	200 feet
73+00	73+50	200 feet	200 feet
73+50	78+00	200 feet	150 feet
78+00	West line of Section 4	150 feet	150 feet

Except that part of said strip of land lying within the Northeast quarter (NE¼) of the Southwest quarter (SW¼) of said Section 4.

The parcel of land to which this description applies contains 40.3 acres, of which 7.8 acres lie within the existing right of way, title to which is hereby alleged to be in the public, and 32.5 acres lie outside of the existing right of way; 5 acres of this 32.5 acres lie in the Bonneville lease, leaving 27.5 acres net.

Parcel No. 2:

A parcel of land lying in the Northeast quarter (NE¼) of the Southeast quarter (SE¼) of Section 5, Township 22 South, Range 12 West, W.M., Douglas County, Oregon; the said parcel being that portion of said Northeast quarter (NE¼) of the Southeast quarter (SE¼) included in a strip of land 300 feet in width, 150 feet on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 64+99.21, said Station being 660.95 feet South and 153.52 feet East of the East quarter corner of said Section 5; thence South 40° 35' 30" West 1000.79 feet to Station 95+00, said center line crossing the East and South lines of said Northeast quarter (NE¼) of the Southeast quarter (SE¼) approximately at Stations 88+05 and 93+50, respectively.

The parcel of land to which this description applies contains 3.75 acres, of which 1.04 acres lie within the existing right of way, title to which hereby is alleged to be in the public, and 2.71 acres lie outside of the existing right of way.

Parcel No. 3:

A parcel of land lying in the Northwest quarter (NW¼) of Section 3 and the Northeast quarter (NE¼) of Section 4, Township 22 South, Range 12 West, W.M., Douglas County, Oregon, and being a portion of that property conveyed by that deed to
recorded in Book , Page , of Douglas County Records of Deeds. The said parcel being that portion of said property included in a strip of land 60 feet in width, 30 feet on each side of the center line of the service road, as said service road has been relocated, which center line is described as follows:

Beginning at a point on the Westerly line of 22nd St. of the City of Reedsport, Oregon, 30 feet Southerly from the Bonneville Power Administration property, and running thence Southwesterly and 30 feet distant from said Bonneville Power Administration property a distance of 390 feet, more or less; thence on a tangent and 6° curve right a distance of 425 feet, more or less, to a point opposite and 30 feet right of Engineer's center line Station 31+75 of the Oregon Coast Highway.

The parcel of land to which this description applies contains 0.83 acre.

Subject, however, to the perpetual easement to and in favor of Bonneville Power Administration affecting a portion of the above described lands.

Form E-304(L)x—3M—1-52

The State Highway Commiss. shall have the irrevocable right to elect to p ase under this option at any time

within **six (6)** ..... months from date hereof, and we agree to execute to the State of Oregon, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, **including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken,** and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, be deemed to include all structures, buildings, fixtures, trees, shrubbery and all other items of every nature whatsoever which are on the property herein described. It is further understood and agreed that we will furnish, without cost to the State, good and merchantable title, in a form satisfactory to the State, as a condition precedent to the making of compensation. Upon execution and delivery of said deed, and the clearing of title satisfactory to the State, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of Twenty three thousand

DOLLARS ($ 23,000.00), (including $..... as fencing allowance) .....

as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the State shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the State shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and if the State has called, or should call, for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the State for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by State, from the amount to be allowed by State for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the State, before moving, to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the State shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

As an essential part of this transaction, we, the undersigned, as owners in fee simple of a larger tract, or tracts, of land, of which the real property covered by this option is an integral or abutting part, do, for ourselves, our heirs and assigns, agree to sell, transfer, convey and relinquish to the State of Oregon, by and through its State Highway Commission, its successors and assigns, forever, all existing, future or potential easements of access and rights of ingress, egress and regress to, from and between the said larger tract, or tracts of land and the real property above described, including the highway to be constructed thereon or along. It is understood, however, that the said larger tract, or tracts, of land shall be made more definite and certain by appropriate recorded deed references or descriptions to be contained in the instrument, or instruments, of conveyances which may be required to complete the purchase.

(Farm Crossing) (1) **EXCEPT**, there is reserved the right to establish, maintain and use a crossing for farm purposes only of a width not to exceed 25 feet at Highway Engineer's Station .....; provided, however, that upon the alienation of either of the portions of the property severed by the present grant, this right of crossing shall cease. Should said crossing be used for any purpose other than as a passage way from one side of said highway to the other, then the State may close and barricade said crossing for all purposes.

(Private Access) (2) **EXCEPT**, there is also reserved the right of access from said abutting land to said highway of a width not to exceed 25 feet on the [redacted], south side thereof opposite Highway Engineer's Station 71+80 and .....; 25 feet on the North side thereof opposite Highway Engineer's Stations 86+77, 77+30; 63+00; said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property, which, in any manner, caters to, invites, solicits from or is dependent upon the users of said highway.

(Frontage Road) Grantee, State of Oregon, shall have the right at its option to build at any future time at its sole cost, a frontage road within the right of way. Upon construction of such frontage road, all right of access to and from the highway, if any be herein specifically reserved, shall cease, but grantors, their heirs and assigns, shall have access to the frontage road. Said frontage road shall be connected to the main highway only at such point or points as the State of Oregon may designate.

It is expressly intended that these covenants, burdens and restrictions shall run with the land and shall forever bind the grantors, their heirs and assigns.

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the State in connection with the real property herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The State shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of the State of Oregon or of the State Highway Department shall be binding on, or of any effect against, the State or the State Highway Commission.

☛ **The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the State in the event this offer is accepted and the option exercised by the State are included in this option.**

All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived.

and all other items of every nature whatsoever which are on the property herein described. It is further understood and agreed that we will furnish, without cost to the State, good and merchantable title, in a form satisfactory to the State, as a condition precedent to the making of compensation. Upon execution and delivery of said deed, and the clearing of title satisfactory to the State, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of Twenty three thousand

DOLLARS ($ 23,000.00), (including $..... as fencing allowance) .....

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(Farm Crossing) (1) **EXCEPT**, there is reserved the right to establish, maintain and use a crossing for farm purposes only of a width not to exceed 25 feet at Highway Engineer's Station .....; provided, however, that upon the alienation of either of the portions of the property severed by the present grant, this right of crossing shall cease. Should said crossing be used for any purpose other than as a passage way from one side of said highway to the other, then the State may close and barricade said crossing for all purposes.

(Private Access) (2) **EXCEPT**, there is also reserved the right of access from said abutting land to said highway of a width not to exceed 25 feet on the ~~north, east, west~~, south side thereof opposite Highway Engineer's Station 71+80 and .....; 25 feet on the North side thereof opposite Highway Engineer's Stations 86+77, 77+30; 63+00; said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property, which, in any manner, caters to, invites, solicits from or is dependent upon the users of said highway.

(Frontage Road) Grantee, State of Oregon, shall have the right at its option to build at any future time at its sole cost, a frontage road within the right of way. Upon construction of such frontage road, all right of access to and from the highway, if any be herein specifically reserved, shall cease, but grantors, their heirs and assigns, shall have access to the frontage road. Said frontage road shall be connected to the main highway only at such point or points as the State of Oregon may designate.

It is expressly intended that these covenants, burdens and restrictions shall run with the land and shall forever bind the grantors, their heirs and assigns.

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the State in connection with the real property herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The State shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of the State of Oregon or of the State Highway Department shall be binding on, or of any effect against, the State or the State Highway Commission.

☛ **The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the State in the event this offer is accepted and the option exercised by the State are included in this option.**

All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived.

Dated this 27 day of June 19 52

Witnesses:

H. A. Dwyer

Russell J. Hubbard [SEAL]

Eva K. Hubbard [SEAL]

..... [SEAL]

..... [SEAL]

SCHEDULE OF MOVING WORK (Over)

State Printing 54838

28-1105 N. Unit, Thornberry-Wasco Sec. 1966
Sherman Hwy. (Grading & Paving)
#6770

RECEIVED
NOV 16 1966
FOR FILING

28-110E
6770

November 16, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 29, 1966, on Contract No. 6770. The contract was with Interstate Paving Company and was for grading and paving on the North Unit, Thermberry-Wasco Section of the Sherman Highway in Sherman County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be presented to you for confirmation at the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
NOV 21 1966
FOR FILING
28-1105
6770

November 16, 1966

St. Paul Fire and Marine Insurance Co.
Portland Office
1500 N.E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 6770 awarded to Interstate Paving Company for grading and paving the E. Unit, Thornberry-Wasco Section of the Sherman Highway in Sherman County was completed on July 29, 1966, and accepted by the Highway Commission on November 16, 1966.

Final payment in the amount of $2,946.73 will be released to the contractor after November 23, 1966. The total contract amount is $107,641.56 including $1,778.55 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Interstate Paving Company
P.O. Box 92
The Dalles, Oregon

Lloyd Purdy and Company
1295 Lloyd Center
Portland, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: N. Unit, Thornberry - Wasco		WEEK ENDING: August 27, 1966
		SECTION PREFIX: 28-1105
HIGHWAY: Sherman		COUNTY: Sherman
NAME OF JOB: N. Unit, Thornberry - Wasco Section	KIND OF WORK: Grading & Paving	
CONTRACTOR: Interstate Paving Company	CONTRACT NUMBER: 6770	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: February 25, 1966	DATE WORK STARTED: March 31, 1966	ESTIMATED COMPLETION DATE: July 29, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 145	CALENDAR DAYS USED: 141
PROJECT AUTHORIZATION: $114,506.43	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 97%
EXCLUSIVE OF ENGINEERING: $106,363.75	ENGINEERING AUTHORIZATION: $8,142.68	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $107,866.53	ENGINEERING COST TO DATE: $7,711.78	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN [redacted] 1.31 %	PERCENT OF AUTHORIZATION: 94.7%	DATE PROJECT WAS COMPLETED: July 29, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100%	100%	100%	100%	(100%)		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.9	1.9			1.9
MILES PARTIALLY COMPLETED	1.9	1.9			1.9
MILES COMPLETED	1.9	1.9			1.9
TOTAL ESTIMATED QUANTITIES (CONTRACT)	$33,333.50	5,400 cy			5,740 tons
TOTAL QUANTITIES CORRECTED TO DATE	$40,767.97	4,889 cy			5,613 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	$40,767.97	4,889 cy			5,613 tons
AVERAGE DAILY QUANTITIES	-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	-		Project completed.
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	P. Cloudy			
THURSDAY	P. Cloudy			
FRIDAY	P. Cloudy			
SATURDAY	P. Cloudy			

Routing

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office personnel finished Semi-Final Data and submitted it to the Division office on Friday of this week.

This will be the last Engineer's Weekly Report for this project.

SIGNED Richard S. Hawkins, Res. Eng'r.

LOCATION P. O. Box 122, The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BRIEETS

RECEIVED
MAY 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

28-110

6770

cc Porter

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 23, 1966

721

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

NOTED
R. L. PORTER

ATTENTION: Mr. W. G. Johnson

Re: Permit of Entry
N. Unit, Thornberry-Wasco Section
Sherman Highway - Sherman County
Contract No. 6770
YOUR FILE: D 315 - 2 - 134

Gentlemen:

We are returning herewith unsigned the copy of your letter dated May 4, 1966 containing the five provisions the State was to abide by in occupying your right of way for the construction of the above-captioned section.

We have revised our plans in the areas where we now encroach on your property and will make no further encroachment than now exists or has existed for many years. The majority of our widening will be on the northerly side of the existing highway which will, in effect, move the centerline of the new roadbed to the north.

Therefore, the permit of entry as we requested in our letter of January 12, 1966, will not be necessary.

Very truly yours,

F. D. Morgan
Construction Engineer

TWL:bjm

Attachment

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: F. B. Klaboe (Assignment: FBK-721)
L. H. Young
D. H. Moehring
J. F. Putnam
R. S. Hawkins

RECEIVED
MAY 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
DESDEN DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MAY 4, 1966

D 315-2-134

RECEIVED
MAY 9 1966
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. Fred B. Klaboe
Asst. State Highway Engineer

Dear Mr. Cooper:

Reference is made to the State's plans to widen the Thornberry-Wasco Section of Sherman Highway in Sherman County involving encroachments on right of way of the Railroad's Grass Valley Branch between Mileposts 5 and 6, as indicated on the attached copy of our Division Engineer's print dated February 25, 1966.

As possibly you are aware, Union Pacific Railroad Company has applied to the Interstate Commerce Commission for abandoning its Grass Valley Branch; and until the outcome of this is known, only temporary construction easements can be granted. However, if the state desires to proceed with its plans, it may do so with the understanding that the Railroad reserves the right to repossess the easement areas if required in connection with any relocation of its tracks should it be required to reconstruct and restore service on the Grass Valley Branch. Further, permission to enter upon the Railroad's right of way is contingent upon the following conditions:

1. The State will execute the railroad's customary standard form of agreement when presented.

2. All work by the State will be performed in a manner satisfactory to the Railroad in conformity with plans and specifications approved in advance by the Railroad's Chief Engineer.

3. The State will accept such liability as is imposed upon it in the Railroad's standard form of agreement and will fully reimburse the Railroad for all cost or expense incurred in connection with the project.

4. Public liability and property damage insurance with maximum limits of not less than $250,000/500,000 in each category will be furnished by the State or its contractor in form satisfactory to the Railroad before entering upon Railroad's property under permission granted herein.

5. In the event the Railroad requires use of the easement areas in connection with relocation of its tracks, the State will move the highway off the easement areas at State expense.

Subject to the foregoing conditions, the State is hereby authorized to enter the Railroad's right of way to perform its work as necessary; and will you please indicate the State's acceptance by signing in the space provided and returning the carbon copy of this letter to the undersigned.

Yours very truly,

W. D. Johnson
ama

cc: Mr. T. W. Litchfield,
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97310

RECEIVED
MAY 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

D-1042

No 460 22+79
M.I.Pipe F.L. 3BBR

22+04.22

DB-30+11

DB-29+62.9

No 10
CSAC

No 11
CSAC

E CULV No 492 FL 3BBR

EQUATION

Highway

BR 513 7 SPAN PILE TR
249+02

Leonard Fields

249+00 - 30' LT

PARCEL No 1

254+18 BC

255+00 - 30' 7 86' LT

TH

THORNBERRY

~~GREBE~~

PARCEL No 1

PARCEL No 2

4 Highway

No 3
3.02 Ac

No 4
1.4 Ac

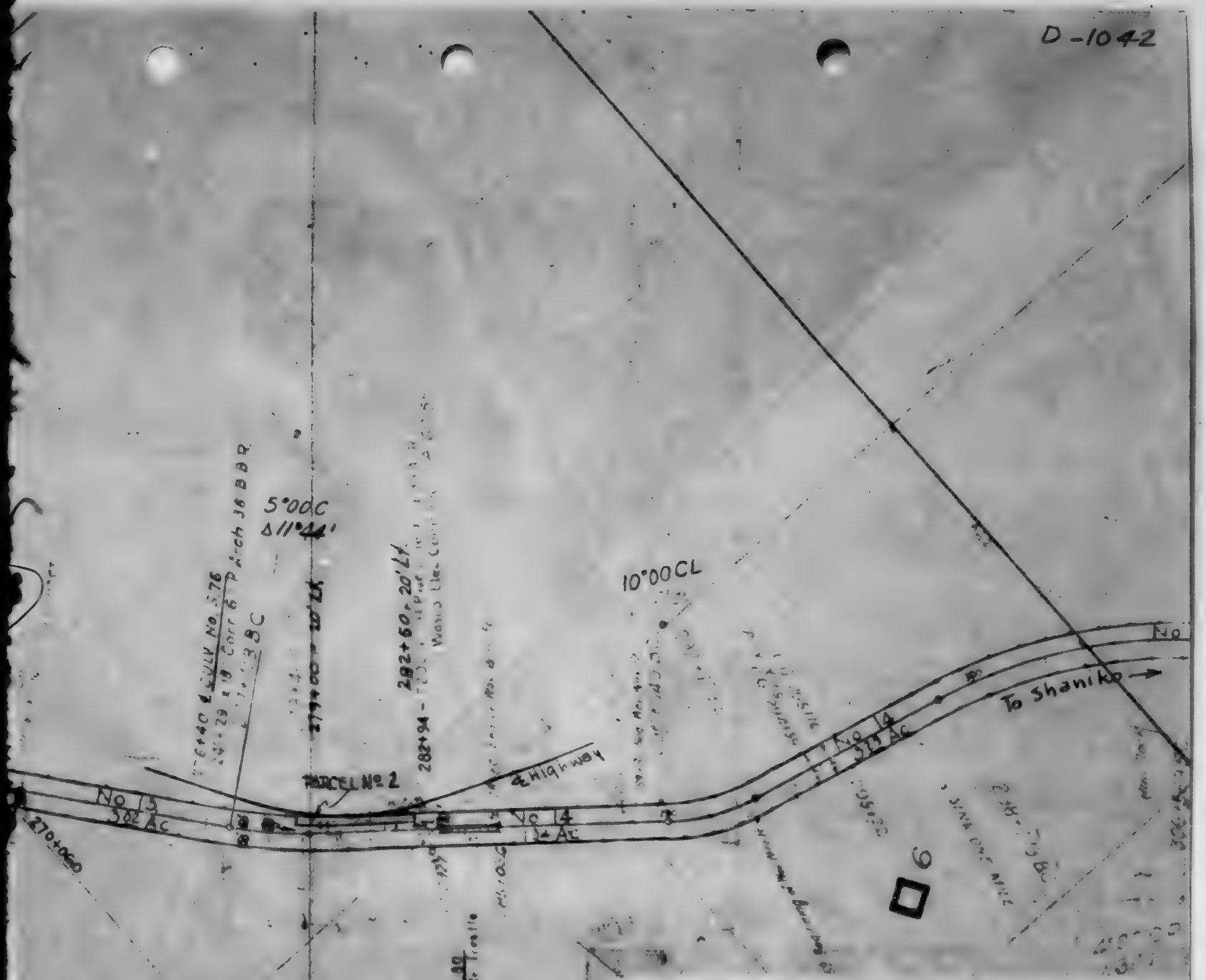
1°00'CR
Δ 4°48'

2°00'CR
Δ 11°08'

5°00'C
Δ 11°44'

25
2 R 16 E

D-1042



OREGON-WASH. RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD CO. (LESSEE)

Grass Valley Branch
Between MP 5 & MP 6
Near Thornberry, Oregon

Easement Areas for Widening
Thornberry-Wasco Section of Sherman
Highway.

Office of Div. Engr. Scale: 1" = 400'
Albina, Oregon Feb. 25, 1966

- Legend -

Easements for Highway
shown---------- Tinted Green
Railroad R/W shown ----- Outlined Red

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: North Unit, Thronberry - Wasco	WEEK ENDING: March 19, 1966	
	SECTION PREFIX: 28-1105	
HIGHWAY: Sherman	COUNTY: Sherman	
NAME OF JOB: N. Unit, Thornberry - Wasco	KIND OF WORK: Grading & Paving	
CONTRACTOR: Interstate Paving Company	CONTRACT NUMBER: 6770	FEDERAL AID PROJECT NUMBER: State Project
DATE OF CONTRACT: February 25, 1966	DATE WORK STARTED: Not Started	ESTIMATED COMPLETION DATE: August 3, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 145	CALENDAR DAYS USED: 9
PROJECT AUTHORIZATION: $ 114,506.43	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 6.2%
EXCLUSIVE OF ENGINEERING: $ 106,363.75	ENGINEERING AUTHORIZATION: $ 8,142.68	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 0
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 106,363.75	ENGINEERING COST TO DATE: $ 2,140.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 0
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 26.3 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		0	0	0	0	(100)		
Based on:				81 Days GRADING	30 Days SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	25 Days PAVING
MILES IN PROJECT				1.9	1.9			1.9
MILES PARTIALLY COMPLETED				0	0			0
MILES COMPLETED				0	0			0
TOTAL ESTIMATED [redacted] (CONTRACT)	Costs			$33,133.50	$17,805.00			$48,645.00
TOTAL [redacted] CORRECTED TO DATE	Costs			$33,133.50	$17,805.00			$48,645.00
ESTIMATED [redacted] TO DATE	Costs			0	0			0
AVERAGE DAILY [redacted]	Costs			0	0			0
AVERAGE DAILY [redacted] NECESSARY TO COMPLETE PROJECT ON TIME	Costs			$ 4,090.56	$ 593.50			$ 1,943.80
NUMBER OF SHIFTS PER DAY				0	0			0
HOURS PER SHIFT				0	0			0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	P. Cloudy	1		
MONDAY	Showers	1		
TUESDAY	P. Cloudy	1		
WEDNESDAY	P. Cloudy	1		
THURSDAY	Fair	1		
FRIDAY	Rain	1		BEN GIFFORD
SATURDAY	P. Cloudy	1		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No work performed on this project during this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No work performed by the contractor or engineering crews during this week.

SIGNED Richard S. Hawkins LOCATION P. O. Box 122, The Dalles, Oregon

Richard S. Hawkins, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
APR 12 1966
FOR FILING
38-1105
6770

February 25, 1966

Interstate Paving Company
P. O. Box 94
The Dalles, Oregon 97058

Bid Jan 27

Gentlemen:

The State Highway Commission on February 3, 1966, accepted your proposal for grading and paving on the North Unit, Shrumberry-Wasco Section of the Sherman Highway in Sherman County for the sum of $99,583.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

The State Highway Engineer today awarded you the project, which has been assigned Contract No. 6770. A condition to the awarding of this contract is your agreement to stay off railroad property until railroad easements have been acquired. You agreed to this condition by signing our letter dated February 18, 1966.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Oney, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

FEB 25 1966
FOR FILING

28-1105

6770

Salem, Oregon
February 24, 1966

Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

N. Lunit - Thornberry - Wasco - Sherman.

The BPR is withholding approval for credit the six State-financed Safety Improvement Projects which were on the January 27, 1966 letting (request letter attached) as these projects were not on the list of Safety Projects furnished the BPR by Mr. Edwards.

The BPR has forwarded Mr. Edwards' tabulation to Washington for their approval and comments. They have also requested a decision regarding the approval of Safety Projects which are not included on the list.

L. H. Young
Office Engineer

RNC:mb

RECEIVED
JAN 26 1966
FOR FILING
Maint
Traffic
Dist
Spec.

January 25, 1966

Mr. L. L. Jurgens
Division Engineer
Bureau of Public Roads
477 Federal Pl., U. S.
Salem, Oregon

Safety Improvement Projects (State)

Dear Sir:

We are submitting data for six State-Financed Safety Improvement Projects. These projects were selected on the basis of roadway hazards determined by accident experience.

A copy of the Safety Improvement Project data and one set of roadway plans are enclosed for each of the following listed projects, all of which are to be constructed at the January 31, 1966 bid opening.

1. Riley Road-Prineville Airport Section, of the Ochoco Hwy. 77-5 in Crook County. Estimated Cost. . . $[illegible].

2. Lost River Diversion Canal Bridge on the Klamath Falls-Lakeview Hwy. 77-11 in Klamath County. Estimated Cost. . . $[illegible].

3. Chewaucan River (Paisley) Bridge Section of the Fremont Hwy. FAI-26 in Lake County. Estimated Cost. . . $[illegible].

4. Island City-Conley Section of the Wallowa Lake Hwy. FAS-7 in Wallowa County. Estimated Cost. . . $119,[illegible].

5. N. Unit, Tamkarry-Wasco Section of the Sherman Hwy. FAI-12 in Sherman County. Estimated Cost . . . $[illegible].

6. Whistler Ranch-Harvey Creek Section of the Fremont Hwy. FAI-26 in Lake County. Estimated Cost. . . $ 217,72[illegible].

We hereby request that the State be given credit for these safety projects on the final quarter of the overall 4-R program. The total estimated cost of the six projects is. . . $17,11.

Very truly yours,

Norman Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:dc

cc: F. D. Elsbee
L. E. Coorts
D. L. Clifford
E. H. Chase

N. Unit, Thornberry-Wasco Sec.

SAFETY IMPROVEMENT PROJECT

Date January 1966 Highway Sherman

Route No. FAP 12 Highway No. 42 M.P. 4.5 to M.P. 6.5

Urban ☐ Rural ☒

Accidents from 1-63 to 11-65 Average Daily Traffic 1100

Total Accidents 3 Persons Injured 1 Persons Killed 0 Accident Rate 1.31

Design Speed - No. Lanes 2 Parking - Type Terrain -

Alignment: Horz. - Vert. - Shoulders 0'-2' gravel

Type of improvement Widen and repave existing 20' roadway to provide a 24' roadway with 4' paved shoulders and install additional guard rail.

Estimated cost of improvement: $ 144,600

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other _____ (State-City)

FAI ___

Remarks: The existing narrow roadway--two 10' traveling lanes--constitutes a hazard which will be reduced by this improvement. The installation of additional guard rail and the increased shoulder width provided by this improvement should also serve to reduce the accident hazard on this section of roadway.

RECEIVED
FEB 25 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

2-11C5
6770

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 18, 1966

Mr. Howard Stinson
Interstate Paving Company
Post Office Box 92
The Dalles, Oregon

Dear Mr. Stinson:

You were the low bidder on the North Unit, Thornberry-Wasco Section of the Sherman Highway job at the bid opening January 27. The Highway Commission elected to accept your bid with award of contract to you as soon as certain railroad easements were cleared with the railroad company.

The proposal states that we will award within thirty days from the date of opening of the bids. It is now apparent that we will not have the railroad easements in time to fulfill this commitment. Due to this circumstance, we are proposing that we award the contract to you with the understanding that you will stay off the railroad property in the following areas:

Left of Station 218 to 224
Left of Station 239 to 252

This was discussed with you by phone this date and you were agreeable to having the award made with this reservation.

You also indicated that you would make no claim for extra compensation due to this delay. It is mutually understood that you will be given free access to this property by March 24; if such is not the case, the work can be deleted from the contract.

Will you please indicate your acceptance of the foregoing terms by signing the accompanying copy of this letter and returning to this office. Award will be made promptly upon the return of this letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

ORIGINAL SIGNED BY
E. B. KLABOE

By

F. B. Klaboe
Assistant State Highway Engineer

RECEIVED
FEB 24 1966
OREGON
STATE HIGHWAY COMMISSION

Acknowledged and accepted
INTERSTATE PAVING COMPANY
By Howard Stinson

handed to Hil Young
2-24-66

24-3602 Salem Shops Office Building 1966
State Hwy. Dept. Shop Area near
#6771 East city Limits of Salem

RECEIVED
JUN 22 1967
FOR FILING

14-36022

6771

June 20, 1967

Glens Falls Insurance Company
P.O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6771 awarded to C. A. Lants Construction Company for construction of the Salem Shops Office Building in Marion County was completed on April 18, 1967, and accepted by the Highway Commission on June 16, 1967.

Final payment in the amount of $12,078.42 will be released to the contractor after June 27, 1967. The total contract amount is $389,543.20 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C.W. Read, Assistant Secretary

fkm

cc C. A. Lants Construction Company
P.O. Box 2062
Salem, Oregon 97308

Heerland Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon 97303

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUN 20 1967
FOR FILING

21-36[illegible]
6771

June 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed April 18, 1967, on Contract No. 6771. The contract was with C. A. Lants Construction Company and was for the construction of the Salem Shops Office Building in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 16, 1967, and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klabee
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
R. D. Asburry

srb jw

RECEIVED
JUN 7 - 1967
FOR FILING

6771

June 5, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 7
June 8, 1967 meeting

Gentlemen:

C. A. Lents Construction Company, contractor for the construction of the East Salem Office Building in the shop area at Salem, Marion County, Contract No. 6771, has requested an additional 120 calendar days in which to complete the contract work without assessment of liquidated damages.

The contractor claims extra work added to the contract as the reason for his failure to complete the work within the time allotted.

The contract allotted 280 calendar days to complete the work. This forecast a completion date of December 19, 1966. Additional typewriter stands, the furnishing and installing Venetian blinds, additional extra work in the form of cabinets, rest-room screening and additional partitions were added to the contract. The original work was essentially complete at the expiration of the allotted time. Department personnel moved into the building on January 21, 1967.

Because the contractor was prevented from completing the work in the time allotted by conditions beyond his control, I recommend that he be granted an additional 120 calendar days without assessment of liquidated damages. Granting this extension relieves the contractor of an assessment of $12,000 liquidated damages.

This matter will be on the agenda for your consideration at the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
R. D. Asburry

CAG:jf jw

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of ~~Workdays~~ CALENDAR DAYS

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6771 Contractor C. A. Lantz Construction Co.

Highway —

Section Salem Shops Office Building

Kind of Work Building

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

~~Failure of State to approve official drawings - 17 days~~

120

Time to complete additional work placed on contract by Price Agreement - ~~103~~ days.

Recommended for Approval:

R. D. Anthony
Division Engineer

Ivan V. Marchant
~~Construction Engineer~~ or
Bridge Engineer

F. C. Ives
Deputy State Highway Engineer

Contract No.	6771
Project designation	State (State-Federal)
Date awarded	March 1, 1966
Work started	March 8, 1966
Per cent completed	100% 4-18-67 (Date)
No. of ~~Work~~ calendar days Allowed	280
No. of ~~Work~~ calendar days Used	400
No. of Added ~~Work~~ calendar days Requested	120 ~~280~~

SP-8366-784

E-230 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 19, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 280 days to 400 days, within which to complete our Contract No. 6771, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

December 19, 1966 Thru April 18, 1967 Extra work added by price agreements 3 and 4.

Respectfully submitted,

C. A. Lantz Construction Company
Contractor

By David L. Lantz
David L. Lantz, Vice President

CONSENT OF SURETY

Date May 22, 1967

We, Glens Fallas Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Earl A. Bourland
Attorney-in-fact

(SEAL)

Earl A. Bourland
Resident Agent

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Salem Shops Office Bldg.		WEEK ENDING: 4-14-67
		SECTION PREFIX: 24-3602
HIGHWAY:		COUNTY: Marion

NAME OF JOB: Salem Shops Office Building

KIND OF WORK: Building Construction

CONTRACTOR: C. A. Lantz Construction Co.	CONTRACT NUMBER: 6771	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 1,1966	DATE WORK STARTED: March 8,1966	ESTIMATED COMPLETION DATE: May 1,1967
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 280	WORK DAYS USED CALENDAR DAYS USED 390
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 142
PROJECT AUTHORIZATION $ 390,440.20		
EXCLUSIVE OF ENGINEERING: $ 380,440.20	ENGINEERING AUTHORIZATION $ 10,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 402,761.20	ENGINEERING COST TO DATE $ 10,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN / UNDERRUN 3.16 %	PERCENT OF AUTHORIZATION 107 %	DATE PROJECT WAS COMPLETED: 4-18-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

Building								
~~BRIDGE~~ NO.	9115-A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Showers			
MONDAY 10	Cloudy			
TUESDAY 11	Fair			
WEDNESDAY 12	Cloudy			
THURSDAY 13	Showers			
FRIDAY 14	Showers			
SATURDAY 8	Showers			

Routing
Morr...
Decker
Bo...
Barbee
W...
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
APR 19 1967
CONSTRUCTION
DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	
MONDAY 10	
TUESDAY 11	
WEDNESDAY 12	
THURSDAY 13	
FRIDAY 14	No activity all week.
SATURDAY 8	

REMARKS

Job complete except for 1 door closer and adjustment to air conditioner.

RECEIVED
HIGHWAY DEPT.
BRIDGE DIVISION
APR 17 1967 PM
A.M.
7,8,9,10,11,12,1,2,3,4,5,6

SIGNED H. E. Beecroft LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
DEC 21 1966
FOR FILING
24-E06
6771

SP 23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1966

SUBJECT: Salem Shops Office Building
Contract No. 6771

To: Mr. Donald E. Beecroft
Resident Bridge Engineer
Department

It is desirous that some additional work not called for on the plans be performed on the subject project. Will you please contact the contractor and get estimates from him for performing the following work:

1. Furnish and install venetian blinds for all windows except the window in the boiler room.

2. Construct bins in the evidence room for the State Police (contact Captain Harrell of the State Police regarding what is desired in this).

3. Furnish and install railings on steps and landings, both at the front and rear entrance of building.

4. Furnish and install additional screens for rest rooms in conformance with discussion Friday, December 16.

5. Furnish and install two exhaust vents in Room 2 with one outlet to roof through pipe chase similar to the plan designed for the installation for the conference room.

6. Furnish and install a partition wall with door in Room 40 along Grid No. 5. In this wall should be one light switch by door for room on westerly side of wall, a clock outlet on both sides of wall and power outlets on both sides of wall. Furnish and install a wall with door in Room 40 along Grid No. 3, light switch by door controlling lights on easterly side of wall with power outlet both sides of wall. Place door in existing wall between Room 40 and 57 on Grid "G". Furnish and install a wall in Room 57 on Grid "F", with clock outlet on north side and power outlet on both sides. Furnish and install a door from hallway to southerly portion of Room 57. Install light switch near door connected to lights in southerly half of Room 57. Remove CG-6" 70 CFM diffuser from Room 57 and install in Room 40 approximately grid coordinate H-4. Furnish and install two CG-4" 30 CFM diffusers in Room 57, one on each side of new partition.

NOTED
TOM EDWARDS

The various above-described sizes of diffusers should be checked with the Bridge Department for suitability. In dividing up Room 40, it is very probable that the 6" 70 CFM diffuser in place in the new established westerly room should be reduced in size.

Your early attention to this matter would be greatly appreciated.

R. D. Asbury
Division Engineer

RDA:am
cc Tom Edwards
Ivan Merchant
E. S. Hunter
Att'n: H. W. Hughlett

RECEIVED
DEC 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] RECEIVED
MAY 20 1966

FORM 2-802 — 5M — 2-66 SP*28500-734

FOR FILING
24-3602

6771

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 19, 1966

To: MEMO TO THE FILES

SUBJECT: Room Assignments
New Office Building
Salem Shops

About two weeks ago Tom Edwards advised me that the Soils Section was requesting partitions in Room 40 of the subject structure. As there are no funds available for this purpose, and as he says this room is needed for file storage, they should be reassigned to Rooms 42 and 43 with the Resident Engineers scheduled for those rooms to be left in or moved to rooms in the Lab Building. Some incidental study has been done on this matter.

The Construction Department definitely prefers a location in the new building for the Soils Section. However, there would be some advantages of having them located in the lab in that their work is closely allied, plus the rooms that could be given them there would, to a large extent, have the partitions that they have requested. There is also some question of how soon Room 40 might be needed for storage purposes. If this were to be several years away, there would be no reason why the room couldn't be used for office purposes in the meantime. As it now stands, the attached letter is being sent to Yarbrough to comply with Edwards instructions.

R. D. Asburry
Division Engineer

By [signature]

Gerald Wimer
Assistant Division Engineer

GW:cp
Attachment
cc: Mr. Tom Edwards

NOTED
TOM EDWARDS

FORM E-30 50M 10-65 SP°23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 19, 1966

SUBJECT:

To: Mr. F. W. Yarbrough
Staff Assistant
S H O P S A R E A

Instructions have been received to set aside Room 40 in the Office Building being constructed in the Salem Shop Area for storage purposes. You are, therefore, reassigned Rooms 42 and 43. There are no funds available to revise the partitions in these rooms under the contract. The Resident Engineers previously assigned these rooms will need to remain in the lab building or find space there.

R. D. Asburry
Division Engineer

By Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:cp
cc: Mr. Tom Edwards
Mr. H. W. Hughlett
Mr. Donald Beecroft
Mr. Arthur Duffy
Mr. E. J. Hall

RECEIVED
MAY 6 - 1966

24-3602

FOR FILING

24 3 12
6771

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1966

To: Mr. Donald E. Beecroft
Resident Bridge Engineer
Department

SUBJECT: Salem Shops Office Building
Contract 6771

Contrary to my April 27 letter on the subject matter, State Police Captain Ray Howard did not have the authority to request all of the changes described in that letter. Horton Hughlett has reviewed the requested changes with State Police Superintendent Holly Holcomb, and I in turn with Ray Howard. The changes should be limited to:

1. Eliminate the partition and door between Room 17 and 37.

2. Relocate the door and light switch set up for Room 34 to the north end of the east wall of that room.

If the contractor has ordered and purchased the materials for Item No. 1 above, we should acquire them for possible future use. If not, you should not order them.

These changes should result in a reduction to the basic contract. Would you please obtain and submit a Price Agreement for this purpose.

R. D. Asburry
Division Engineer

By Gerald Winer

Gerald Winer
Assistant Division Engineer

NOTED
ROM EDWARDS

GW:am
cc Tom Edwards
Ivan Merchant
Horton Hughlett

RECEIVED
MAY 6 - 1966

24-3602

FORM E-30X—90M—1-66 OP°19102-734

FOR FILING
24-3602
6771

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1966

To: Mr. Donald E. Beecroft
Resident Bridge Engineer
D e p a r t m e n t

SUBJECT: Salem Shops Office Building
Contract 6771

In accordance with our discussions this date with State Police Captain Ray Howard, would you please make the following modifications in the State Police portion of the office building presently under construction in the Salem Shops yard:

1. Eliminate the partition and door between Rooms 17 and 37.

2. Eliminate the door between Room 17 and the corridor.

3. Consolidate the light switches for Rooms 17 and 37 to the switch adjacent to the Room 37 door to the corridor.

4. Install one of the above eliminated doors on the north end of the east wall in Room 34.

5. Relocate the door in the north wall of Room 34 to the north end of the west wall of the same room.

6. Relocate the light switch in Room 34 to a position adjacent to the new doorway on the east wall.

The sum total of all these changes should not result in any added expense to the contractor. In fact, they should result in a net credit to us for the elimination of one wall and door. Would you please obtain and submit a Price Agreement for this purpose.

R. D. Asburry
Division Engineer

By [signature]
Gerald Wimer
Assistant Division Engineer

NOTED
TOM EDWARDS

GW:am
cc Tom Edwards
Ivan Merchant

RECEIVED
APR 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S.199

RECEIVED
MAR 2 - 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. BROADLEY, VICE-CHAIRMAN
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 1, 1966

C. A. Lantz Construction Company
P. O. Box 2062
Salem, Oregon

Gentlemen:

The State Highway Commission on March 1 awarded to you State Highway Contract No. 6771 for the following project:

Salem Shops Office Building near east city limits of Salem in Marion County

This award was based on your bid of $380,440.20 which was submitted to the Commission on February 24 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
MAR 3 - 1966
FOR FILING

21-3602
6771

February 25, 1966

Oregon State Highway Commission

Gentlemen:

Your concurrence in the Engineer's recommendations on the following three projects for which bids were received on February 24 is requested:

1. Salem Shops Building in Marion County. State project. Five bids were received. The Engineer recommends award to the low bidder, C. A. Lantz Construction Company, Salem, Oregon, in the sum of $380,440.20. The low bid is 5.6 percent above the Engineer's estimate of $360,000.

2. Building removal and reconstruction on the East Marquam Interchange Unit, of the Pacific Highway (I-5) in Multnomah County. Federal-aid Interstate Project I-5-6 (56)301. Seven bids were received. The Engineer recommends award to the low bidder, E. Carl Schiewe, Portland, Oregon, in the sum of $396,689.50, as soon as approval from the Bureau of Public Roads and the Railroad Company is received. The low bid is 12.3 percent above the Engineer's estimate of $353,995.

3. Operation of the Reedsport Drawbridge on the Oregon Coast Highway in Douglas County. State project. One bid was received from Inland Pacific Company, Portland, Oregon, in the sum of $04,990. The Engineer recommends the bid be rejected. The bid was 30.0 percent above the Engineer's estimate of $50,000.

Verbal approval will be requested in the next day or so and the matter will be on the March 8 agenda for your confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan

C. H. Maison
Ivan Merchant

CRN:bb fn

Approved by Jackson 3/1/66 Cooper

RECEIVED
SEP 28 1965

FORM E-30X—DOM—7-64 SP*6230-734

FOR FILING
24 3602
6771

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1965

To:
Mr. Ivan D. Merchant
Bridge Engineer
O F F I C E

SUBJECT:
Highway Office Building
at Salem Shops
Job No. 9115A

Since our conversation regarding the subject building, I have reviewed the tentative floor plans and elevations with particular attention to air conditioning. I have also looked over the mechanical plans for the Labor and Industries Building.

It appears that the best air conditioning system for this new building would be one very much like the systems we have already designed and installed in the new office buildings at The Dalles, Baker, Ontario, Medford, and Albany.

To the best of my knowledge, these systems have all worked satisfactorily except during marginal spring and fall weather when heating and cooling are both required during many days. This condition can now, however, be corrected by installation of auxiliary electric heating elements in each unit ventilator.

Perhaps the greatest advantage of the proposed system is that it provides individual room temperature control to suit the varied occupancies at an installation cost comparable to a complicated duct system which would offer only zone control. Operating costs would also be less for the proposed system.

If it is decided to go ahead with this proposed system, I feel confident that I could handle the entire design, thus eliminating the necessity for obtaining the service of a mechanical consultant.

With the proposed system the following items should be taken into account during architectural and structural design of the building:

1. A minimum dimension of 12" should be maintained between the bottom of the floor and roof beams and the top of ceilings.

2. Ceilings in all hallways should be 8'-0" to allow extra duct space above.

3. All windows should be fixed sash.

4. Outside walls and roof should be light in color.

5. All windows should have blinds.

6. A penthouse will be required for some of the mechanical equipment.

Please advise if you wish us to proceed with the proposed system.

D. S. Berger

DSB:nm
cc: Mr. D. S. Berger

I-5-6(58) Portland Traction Co. Bldg. 1966
301 E. Marquam Interch. Unit,
#6772 Pacific Hwy. [redacted]

Monthly transaction number 7-45	FHWA PR-2A (Rev. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-24-70	County Multnomah
Modification number 1		Project number I-5-6 (58) 301

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 17, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$820,238	$723,605
Federal funds	$756,100	$666,100
Other revisions		

This modification is made for the following reasons:

To include additional approved railroad work and reduction in cost for Portland Traction Company contract and work by Company forces.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of July, 19 70.

Oregon State Highway Division
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
For **R. E. Simpson**

Oregon State Highway Division

Federal-Aid
Project No. I-5-6 (58) 301

E. MARQUAM INTERCHANGE (PORTLAND TRACTION COMPANY REVISION) OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

SALEM, OREGON, JULY 22, 1970

Revised project agreement estimate.

Type Code Y004
Portland Traction Co. Bldg. Project (Sta. 453+00)(Contract 6772)

Sub-total on previous estimate of April 12, 1966		$ 406,689.50
Additional Approved Railroad Work		
Work by Southern Pacific Company	All Required	11,952.00
	Sub-total	$ 418,641.50
	10% Engr. & Cont.	41,863.50
	Total	$ 460,505.00

Type Code Y040
R.R. Track Relocation by Portland Traction Co. (Sta. 453+00)

Portland Traction Company (Contract)	All Required	$ 248,600.00*
Portland Traction Company Work	All Required	14,500.00
	Total	$ 263,100.00

Length of Project ---------- 0.00 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Building Contract	$460,505.00	$423,400.00	$ 37,105.00
Portland Traction Co.	263,100.00	242,700.00	20,400.00
Total	$723,605.00	$666,100.00	$ 57,505.00

*Amount shown for Portland Traction Company contract work includes contract plus engineering and an allowance for 15% of the renewal.

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Prefixes 626-1059
626-1068

WORK BY SOUTHERN PACIFIC RAILROAD COMPANY

RELOCATE CROSS-OVER AND INTERCHANGE TRACK

(a) Track Work	3,090
(b) Signal Work	2,650
(c) Engineering Inspector	1,000
(d) Flagging	500
(e) Preliminary Engineering	1,040
(f) Material Handling Charge	84
(g) Vacation Allowance	396
(h) Holiday Pay	181
(i) Health and Welfare	330
(j) R.R. Ret. and Unemployment Tax	840
(k) Pd. Pl. and W.C. Ins.	287
(l) Accounting and Billing	515
(m) Contingencies	1,089
(n) Estimated Salvage	(50)
	$11,952
State Share	$11,952

RECEIVED
MONTHLY TRANSACTION NO.
JUN 23 1966
6-129
FOR FILING

6/17/66

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

PR-2
(REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Multnomah

PROJECT NO.: I-5-6(58)301

PROJECT REPORT NO.: I-5-6(58)301

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

East Marquam Interchange (Portland Traction Co. Revision) of the Pacific Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-66	0.00
OTHER (Specify)		

FUNDS — Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 820,238	$ 756,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUN 17 1966

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(58)301

EAST MARQUAM INTERCHANGE, (PORTLAND TRACTION CO. REVISION) OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1966

Type Code Y00'
Portland Traction Co. Bldg. Project (Sta. 453+00)(Contract No. 6772)

Construction & Remodeling of Buildings	All Required		$335,780.00
Demolition of Buildings	All Required		13,200.00
Watering	130 M-gals.	$3.85	500.50
3/4" - 0 Material in Base	1,960 tons	3.15	6,174.00
Stone Base	5,900 tons	2.65	15,635.00
Class "C" Asphalt Concrete	4,000 tons	6.35	25,400.00
			$396,689.50

Utilities

# Utility Connections to Bldgs.	All Required	$ 6,000.00
Work by Portland Traction Co. Protective Services	All Required	4,000.00
		$ 10,000.00
	Subtotal	$406,689.50
	10% Engr. & Cont.	40,668.50
	Total	$447,358.00

Type Code Y040
RR Track Relocation by Portland Traction Co. (Sta. 453+00)

Portland Traction Co. (Contract)		$297,640.00 **
Portland Traction Co. Work	All Required	75,240.00
	Total	$392,880.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Building Contract	$447,358.00	$412,600.00	$34,758.00
Portland Traction Co.	372,880.00	343,500.00	29,380.00
Total	$820,238.00	$756,100.00	$64,138.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939

Utility connections to bldgs. included in estimate submitted by Railroad per exhibit "A".

** Estimate for Portland Traction Co. contract work includes contract plus 10% engineering and an allowance for 15% of tie renewal.

I-5-6(58)301

WORK BY PORTLAND TRACTION CO.

Exhibit "A"

(a)	Preliminary Engineering	$ 3,000 *
(b)	Architectural Services	9,600 *
(c)	Utilities to Buildings	6,000 **
(d)	Track work, contract, plus Engineering & Inspection thereto, less 85% tie renewal	297,640
(e)	Miscellaneous minor relocation	5,000
(f)	Field engineering & inspection - highway engineering	30,000 ***
(g)	Watchmen & Flagmen	12,500
(h)	Equipment Rental	1,500
(i)	Material Handling	440
(j)	Vacation Allowance	2,677
(k)	Holiday Pay	1,020
(l)	Health and Welfard	2,739
(m)	R.R. Ret. & Unemp. Taxes	6,018
(n)	P.L., P.D., W.C. Insurance	2,147
(o)	Accounting and Billing	2,550
(p)	Freight	330
(q)	Contingencies	38,319
		$421,480

* Charged to preliminary engineering, I-5-6(18)301

** Building contract, this project.

*** Charge $7,000 of this item to construction project I-5-6(41)301.
Charge $4,000 of this item to building contract this project.
$19,000 will be chargeable to future construction projects.

All other items should be charged to track revision on this project.

*	$12,600
**	6,000
***	30,000
R.R. Work	372,880
	$421,480

EAST MARQUAM INTERCHANGE UNIT, BUILDING CREEK

Project No. I-5-6(58)301

Estimated cost of work by Portland Traction Co.

Engineer-Inspector	4 mos. at $770/mo.	$3,080.00
	Subtotal	$3,080.00
	+ 34% payroll additives	1,047.20
	Total Estimated Cost	$4,127.20
	Use	$4,000.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(58)301

EAST MARQUAM INTERCHANGE (PORTLAND TRACTION CO. REVISION)

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 27, 1966

Type Code Y004
Portland Traction Co. Bldg. Project (Sta. 453+00)

Construction and Remodeling of Buildings	All Required		$274,000.00
Demolition of Buildings	All Required		26,500.00
Watering	130 M-gal.	$3.00	390.00
3/4" - 0 Material in Base	1,960 ton	3.00	5,880.00
Stone Base	5,900 ton	2.75	16,225.00
Class "C" Asphalt Concrete	4,000 ton	7.50	30,000.00
			$352,995.00

Utilities

Utility Connections to Bldgs.	All Required	$ 6,000.00
R.R. Engineering and Inspection	All Required	23,000.00
		$ 29,000.00
	Subtotal	$381,995.00
	10% Engr. & Cont.	38,199.00
	Total	$420,194.00

Type Code Y040
R.R. Track Relocation by Portland Traction Co. (Sta. 453+00)

Portland Traction Co. Work	All Required	$372,880.00
	Total	$372,880.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Building Contract	$420,194	$387,500	$32,694
Portland Traction Co.	372,880	343,500	29,380
Total	$793,074	$731,000	$62,074

EAST MARQUAM INTERCHANGE

FEDERAL-AID PROJECT NO. I-5-6(58)301

Work by Portland Traction Co.
Exhibit A

a.	Preliminary engineering	$ 3,000	*
b.	Architectural service	9,600	*
c.	Utilities to buildings	6,000	**
d.	Track work, contract, less 85% of tie renewal	297,640	
e.	Miscellaneous minor relocation	5,000	
f.	Field engineering and inspection - highway engineering	30,000	***
g.	Watchman and flagmen	12,500	
h.	Equipment rental	1,500	
i.	Material handling	440	
j.	Vacation allowance	2,677	
k.	Holiday pay	1,020	
l.	Health and welfare	2,739	
m.	R.R. Ret. and Unemp. Taxes	6,018	
n.	P.L., P.D., W.C. Insurance	2,147	
o.	Accounting and billing	2,550	
p.	Freight	330	
q.	Contingencies	38,319	
		$421,480	

* Charged to preliminary engineering, I-5-6(13)301.
** Building contract this project.
*** Charge $7,000 of this item to construction project I-5-6(41)301 and the balance of $23,000 to the building contract on this project.

All other items should be charged to track revision on this project.

*		$ 12,600
**		6,000
***		30,000
R.R. Work		372,880
		$421,480

RECEIVED
APR 26 1968

I-5-6(58)301
6772

April 25, 1968

General Insurance Co. of America
Portland Service Office
520 S. W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

A second post-final payment for $2,000 will be made to E. Carl Schiewe on Contract No. 6772 for Portland Traction Co. Buildings on the East Marquam Interchange Unit, Eastbank Freeway Section of the Pacific Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $396,426.48, including the second post-final payment. Of the total, $4,361.74 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Mr. E. Carl Schiewe
1024 N. E. Davis Street
Portland, Oregon 97232

bc C. H. Maison
Attn: John Herr

RECEIVED
APR 18 1968
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

I-5-6(58)301

TO : Mr. Forrest Cooper, State Highway Engineer
6772 Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(58)301
East Marquam Interchange Unit
Portland Traction Company Buildings
Contract No. 6772

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: April 15, 1968

In reply refer to:
08-35-DA
XRef: I-405-8(1)301

Your letter of April 2, 1968 signed by Mr. Tom Edwards outlines protective charges by the railroad people which are above those detailed in the specifications. In view of the fact that the delay was totally beyond the contractor's control, we agree that he is justified in asking compensation. In this case, we feel that Federal-aid participation can be extended above the $4000 in the specifications.

Copy Montgomery + Young 4-16 68 E

NOTED
TOM EDWARDS

RECEIVED
APR 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 4 - 1968
FOR FILING

I-5-6(58)301

6772

April 4, 1968

General Insurance Company of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

A post-final payment for $1,245.00 will be made to E. Carl Schiewe on Contract No. 6772 for Portland Traction Company buildings on the East Marquam Interchange Unit, Eastbank Freeway Section of the Pacific Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $394,426.48 including the post-final payment. Of the total $4,561.74 is for force account work. We are retaining $2,000 to cover the estimated railroad costs chargeable to the contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fjm

cc Mr. E. Carl Schiewe
1024 N. E. Davis Street
Portland, Oregon 97232

C. H. Maison
Attn: John Herr

RECEIVED
APR 3 - 1968

I-5-6(58)301

6772

April 2, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: East Marquam Interchange Unit, Portland Traction Company Buildings, Contract No. 6772, FAP No. I-5-6(58)301

Contract specifications and PS&E documents for the project provide that the State will accept railroad protective charges up to a limit of $4,000 and that any charges above this amount are the responsibility of the contractor.

We have the Railroad's final bill for protective service in the amount of $4,327.26. Under normal conditions, the $327.26 excess over $4,000 would be charged to the contractor. However, under the prevailing circumstances, we feel that it is not proper to charge the contractor the excess.

The contract, awarded March 3, 1966, allotted 150 calendar days for the work, which forecast a completion date of August 14, 1966. The actual completion date was April 17, 1967. The work was delayed by failure of the Railroad to provide right-of-way for certain units of the work.

The Railroad's protective costs charged to the forecasted completion date of August 14, 1966, were $1,520.71. It is reasonable to assume that had the contract work been done as contemplated in the original proposal (150 calendar days), the protective work would have been performed concurrently with the contractor's work within the time allotted and costs would not have been much more than the figure stated above and certainly would not have been more than the $4,000 estimated figure.

Conditions that delayed completion of the work were beyond the control of the contractor and the State, and neither had any control over the extent of the Railroad's protective services assigned to the work. In view of this, we request permission to waive the excess chargeable to the contractor, to assume it as a project cost and include it in project cooperative costs.

The State has already accepted responsibility for extra costs to the contractor because of the overrun in time by paying the additional cost of the contractor's railroad protective insurance. This was paid by the State on Price Agreement No. 6 which was approved by you on October 6, 1966.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Ivan Merchant (file returned)
L. H. Young
C. H. Maison

CAG:jf srb

FORM [illegible] 10M 6-67
DEPARTMENT
RECEIVED
FEB 13 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
I-5-6(58)301
6772

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 9, 1968

Southern Pacific Company
65 Market Street
San Francisco, California 94105

Re: L 5467 - Portland Traction Company
Your File 911700/323
O-PD-62P

Attention: Mr. H. M. Williamson
Chief Engineer

Dear Mr. Williamson:

On November 13, 1967, you forwarded your appraisal in the amount of $26,860 for certain easements to be conveyed by Southern Pacific Company to Portland Traction Company and which the State Highway Commission was to pay for pursuant to an agreement.

We have had the property appraised by our appraisers and feel that the amount of $22,600 is the proper amount of consideration to be paid for this land. We would therefore request that you consider this amount rather than the $26,860 set forth in your appraisal.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Staff Attorney

NOTED
F. B. KLAMBE

JLS/bdr
cc: R. L. Porter
F. B. Klambe
Frank McKinney
T. W. Litchfield
A. E. Johnson

RECEIVED
FEB - 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-123X 10M 8-67

RECEIVED
FEB 13 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FOR

I-5-6(58)301

6772

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 8, 1968

Southern Pacific Company
65 Market Street
San Francisco, California 94105

Re: File No. L 5467
Portland Traction Company
East Marquam Interchange
Your File 911700/323
O-PD-62-9

Attention: Mr. E. M. Williamson
Chief Engineer

Dear Mr. Williamson:

Please be advised that we have had our appraisals brought up to date and reviewed the appraisal submitted by your offices and find that we cannot accept your appraisal of $153,000.

We are at this time prepared to offer the sum of $89,500 and inasmuch as the Court has notified us that this case will be dismissed March 1, 1968, unless it is brought to issue, we are proceeding to make service upon Portland Traction Company and expect them to enter an appearance prior to March 1, 1968.

Yours very truly,

G. E. MOHDS
Chief Counsel

By

JACK L. SOLLIS
Staff Attorney

JLS/mdr
cc: Mr. Wm. Jackle, President
Portland Traction Company
65 Market Street
San Francisco, California 94105

cc: R. L. Porter
F. B. Klaboe
F. C. McKinney
D. Moehring

FEB 8 - 1963

FOR FILING

I-5-6(58)74

6772

6772

January 25, 1963

Samuels & Samuels
Attorneys at Law
625 Yeon Building
Portland, Oregon 97204

Attention: Mr. H. Samuels

Subject: Portland Traction Company
Building Relocation
Contract No. 6772

Gentlemen:

Your letter of January 12, 1963, requests a meeting for the purpose of discussing a claim by your client, Mr. E. Carl Schiewe, on the subject contract.

Confirming our telephone conversation of yesterday, the meeting can be arranged for March 1, 1963, at 1:30 p.m. in the Metropolitan Office at 5021 N. E. Gilman Street. I will arrange to have members of the Highway Department intimately connected with this project present, as well as a member of the Bureau of Public Roads, if possible.

If anything should prevent the meeting at the above time and place, please advise as soon as possible.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:jr

cc: A. E. Johnson
G. E. Rohde

NOTIFIED P. T. PORTER

HY SAMUELS
STANLEY M. SAMUELS
IRVING M. STEINBOCK

SAMUELS & SAMUELS
ATTORNEYS AT LAW
625 YEON BUILDING
PORTLAND, OREGON 97204

TELEPHONE
CA 6-2066

January 12, 1968

REFERRED TO
Adams
BY SECRETARY

REFERRED TO
Merchant
BY DEPUTY STATE HIGHWAY ENGINEER
1-15-68

Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon 97310

Re: Portland Traction Company Building Relocation -Contract #6772

Re: E. Carl Schiewe

Gentlemen:

Under date of April 6, 1967, I wrote to you, as per the Xerox copy of my letter, hereto attached.

Under date of April 18, 1967, I received a letter from Mr. Merchant, as per Xerox copy hereto attached.

We have never held the meeting as requested in my letter of April 6, 1967, to determine whether or not the claim of my client E. Carl Schiewe could be amicably settled. It is my opinion that such a meeting should be held, to determine whether or not an amicable settlement could be reached, and if possible I would like to hold that meeting sometime this month.

Kindly advise me what date would be agreeable with your department. My reason for asking that it be held sometime this month is that Mr. Schiewe will be gone a good part of the month of February, and I do not want the statutory limitation to outlaw Mr. Schiewe's claim. Your co-operation is earnestly requested in setting up such a meeting, and that we all make an effort to amicably settle this matter.

Very truly yours,

HY SAMUELS

HS:R

RECEIVED
JAN 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 15 1968
OREGON
STATE HIGHWAY COMMISSION

April 6, 1967

State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

Attention: B. A. Johnson, Metropolitan Engineer
Edward L. Hardt, Asst. Metropolitan Engineer

Re: Portland Traction Company building relocation
Contract #6772

Gentlemen:

There has been referred to us your letter of March 24, 1967, directed to our client, Mr. E. Carl Schiewe, which letter was in answer to his letter of November 11, 1966, requesting payment of $4,230.17 in connection with the paving of various parking areas within the Portland Traction Company property.

In your letter of March 24, 1967, you have submitted a figure of $570.00 as being the total amount that Mr. Schiewe is entitled to, in connection with his claim which he asserts to be in the sum of $4,230.17. Your offer is wholly unacceptable to Mr. Schiewe.

We have reviewed the contract, plans and specifications, and in fact the writer was with Mr. Schiewe on August 8, 1966, on the site, when he pointed out to the writer the work that he was required to do and immediately after visiting the site with Mr.Schiewe on August 8, 1966, went to Mr. Schiewe's office and listened to Mr. Schiewe dictate the letter of August 8, 1966, to your Department, to the attention of Mr. Hardt.

The writer is of the opinion that Mr. Schiewe's claim is not unreasonable, and Mr. Schiewe and the writer would like the opportunity of again reviewing this claim with you personally, going over all of the facts and detail, and see whether or not an amicable settlement may be reached, based upon a reasonable compromise.

Very truly yours,

HY SAMUELS

HS:R

RECEIVED
JAN 15 1968
OREGON
STATE HIGHWAY COMMISSION

FORM E-139

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 18, 1967

235-8911

Mr. Hy Samuels
Samuels & Samuels
Attorneys at Law
625 Yeon Building
Portland, Oregon 97204

Subject: Portland Traction Co.
Building Relocation
Contract No. 6772

Dear Mr. Samuels:

Your letter of April 6, 1967, addressed to Mr. A. E. Johnson, Metropolitan Engineer, has been referred to this office for review.

We have reviewed Mr. Schiewe's claim as well as the Metropolitan Division's analysis of this claim and must concur in their findings. You request an opportunity to go over this claim with us. Our personnel involved in this project will be available for a meeting on May 1st and can be assembled on that date if you so desire.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

364-2171

1591

AAR:mb
cc: A. E. Johnson
G. E. Rohde, Att. F. C. McKinney
Robert Shotwell

RECEIVED
JAN 3 - 1968

I-5-6(58)301
6772

January 3, 1968

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention Mr. T. H. Kruttschnitt, Jr.

Dear Sir:

Re: Your File 911700/323
0-PD-62-9

Reference is made to your December 26 letter concerning your appraised value of $153,093 for property rights from the Portland Traction Company at the East Marquam Interchange in Portland.

Our Right of Way people are at this time reviewing some additional appraisal work and either they or our Legal Division will be in contact with you in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
Victor D. Wolfe
G. E. Rohde

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

NOTED
R. L. PORTER

December 26, 1967

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DEMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
911700/323
O-PD-62-9

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

Will you please refer to our letter of July 18 and August 4, 1967 about the State's proposed acquisition of property rights from Portland Traction Company for the East Marquam Interchange in Portland.

Will you please let us know whether or not our appraised value of $153,093 is satisfactory to the State of Oregon?

Yours very truly,

H. M. Williamson

RECEIVED
DEC 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 2 - 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PORTLAND
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
I-5-4(58)311
6772

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 29, 1967

NOTED
R. L. PORTER

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Easement to Portland Traction Co.
East Marquam Interchange
Pacific Highway
Multnomah County
R/W File 28365
YOUR FILE: 911700/323
0-PD-62-9

Gentlemen:

With your letter of June 8, 1967, you submitted to us your Oregon Division Drawing A 3053 showing the property owned by the State over which the Traction Company should have an easement for their facilities and operations. You also sent a metes and bounds description of the area you thought to be suitable.

We have examined the description and found it to be satisfactory. The drawing is satisfactory with the addition of the 239.31 ft. and 344.31 ft. dimensions along the north line of Clay Street and the south line of Hawthorne Blvd., as shown on the copy of the drawing we are returning herewith.

You will also find attached a draft of the easement for your review and approval. Please return this draft showing changes you feelnecessary, and we will then prepare the final document for our Commission's approval.

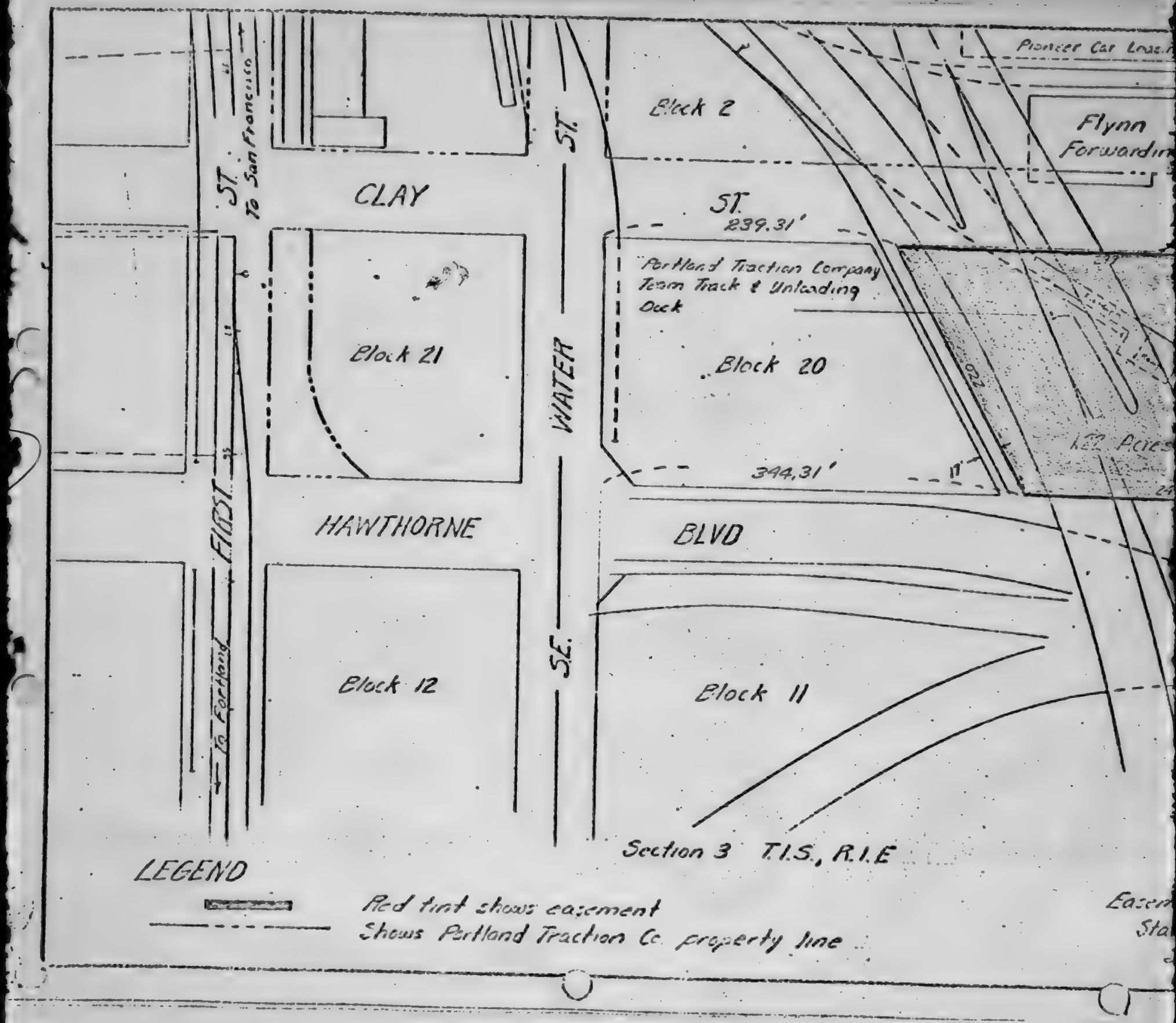
Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: Southern Pacific - Portland
A. W. Parsons (w/attach)
R. L. Porter "
G. E. Rohde "
D. H. Moehring "
J. L. Sollis "
A. E. Johnson "


Pioneer Car Loading
Block 2
Flynn Forwarding
ST.
To San Francisco
CLAY
ST.
239.31'
Portland Traction Company Team Track & Unloading Dock
Block 21
Block 20
WATER
022
344.31'
HAWTHORNE
BLVD
FIRST
To Portland
Block 12
S.E.
Block 11
Section 3 T.1.S., R.1.E
LEGEND
Red tint shows easement
Shows Portland Traction Co. property line

OREGON DIV'N.
DRAWING A-3053
SHEET NO.

Pioneer Car Loading

Flynn Forwarding

Block 2

ST.

239.31'

Portland Traction Company Team Track & Unloading Dock

Block 20

344.31'

WATER ST.

BLVD

Block 11

SE.

Section 3 T.1.S., R.1.E

easement

Traction Co. property line

122'

122'

Pier

Harbor Line

WILLAMETTE RIVER

HAWTHORNE BRIDGE

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
Main Line
East Portland
Easement for Team Trk. & Unloading Dock
State of Oregon to Portland Traction Co
Scale 1"=100' DIVM Dec 7, 1935

DRAWER

From Files 28373, 35796
To File 28365, L-5467

EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that for and in consideration of the sum of One and No/100 Dollar ($1.00), and other valuable consideration by it received, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as "State", does hereby grant to Portland Traction Company, a corporation, hereinafter referred to as "Corporation", its successors and assigns, a perpetual easement, license and right to operate, maintain, reconstruct and use the team track, platform, ramp and appurtenances thereto presently located on the hereinafter described premises, upon the terms and conditions hereinafter set out, said premises being described as follows, to wit:

A parcel of land lying in Section 3, Township 1 South, Range 1 East, Willamette Meridian, City of Portland, Multnomah County, Oregon; the said parcel being described as follows:

Beginning at a point on the South line of Southeast Hawthorne Boulevard, 344.31 feet West of the intersection of the South line of said Southeast Hawthorne Boulevard and the West line of Southeast Water Avenue; thence West along said South line of Southeast Hawthorne Boulevard extended Westerly 246 feet, more or less, to the East harbor line of the Willamette River as established by Ordinance 7995 of the City of Portland; thence Southerly along said East harbor line 202 feet, more or less, to the North line of Southeast Clay Street; thence East along the North line of Southeast Clay Street 299 feet, more or less, to a point, said point being 239.31 feet West of the intersection of the North line of Southeast Clay Street and the West line of Southeast Water Avenue, said point, also, being 17 feet, when measured at right angles to the right of way line of the State of Oregon property acquired from Hawthorne Investment Company, under final judgement of Case 257,597, dated December 4, 1959; thence Northwesterly in a straight line 17 feet Southwesterly from, and parallel to, said State of Oregon right of way line, 220 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 1.22 acres.

The easement herein granted shall be upon the following terms and conditions:

A. The rights of ingress to and egress from the hereinabove described premises shall be by way of the adjoining public streets only, there being no rights of access allowed to State's overhead highway structures.

B. Commodities of such kinds and in such quantities as are allowed pursuant to Interstate Commerce Commission regulations may be handled in the normal operations of the corporation. There shall be no storage of inflammable, volatile or explosive substances within the exclusive easement area.

C. No hazardous or unreasonably objectionable smoke, fumes, vapor or odors shall be permitted to rise from said premises to the travelled surface of State's overhead highway structures.

D. The facilities now located or reconstructed on said premises shall be properly operated and maintained so as to adequately safeguard State's overhead highway structures

and No/100 Dollar ($1.00), and other valuable consideration by it received, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as "State", does hereby grant to Portland Traction Company, a corporation, hereinafter referred to as "Corporation", its successors and assigns, a perpetual easement, license and right to operate, maintain, reconstruct and use the team track, platform, ramp and appurtenances thereto presently located on the hereinafter described premises, upon the terms and conditions hereinafter set out, said premises being described as follows, to wit:

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The parcel of land to which this description applies contains 1.22 acres.

The easement herein granted shall be upon the following terms and conditions:

A. The rights of ingress to and egress from the hereinabove described premises shall be by way of the adjoining public streets only, there being no rights of access allowed to State's overhead highway structures.

B. Commodities of such kinds and in such quantities as are allowed pursuant to Interstate Commerce Commission regulations may be handled in the normal operations of the corporation. There shall be no storage of inflammable, volatile or explosive substances within the exclusive easement area.

C. No hazardous or unreasonably objectionable smoke, fumes, vapor or odors shall be permitted to rise from said premises to the travelled surface of State's overhead highway structures.

D. The facilities now located or reconstructed on said premises shall be properly operated and maintained so as to adequately safeguard State's overhead highway structures against fire and other hazards.

E. Reconstruction or material alteration of the facilities now located on said premises, or the construction of new buildings or structures will be allowed only after the written approval of the plans and specifications therefor by State.

Prev. Files 7-573, 3579
File 28365, 1-5467

F. No use of the air space above said premises shall be permitted above a horizontal plane which is 8 feet below the underside of State's overhead highway structures, nor shall there be allowed any activity within five feet of the supporting bents of said highway structures.

G. No advertising sign, display or device shall be placed on said premises except those which may be approved by State.

H. There shall be no interference with State's overhead highway structure or facilities related thereto.

I. Parking areas for motor vehicles may be constructed, used and maintained within the exclusive easement area.

J. Overhead and underground electric, telephone and telegraph circuits, water, oil, gas, steam, air, sewer and drainage lines and other such facilities required in the operations of the corporation as they are presently located or as they are relocated pursuant to an agreement in order to conform with the construction of the highway structures, may be operated, maintained, altered and reconstructed by the corporation within the exclusive easement area and additional such facilities may be constructed, operated, maintained and reconstructed within said exclusive easement area; provided that all applicable state and federal safety regulations are complied with. The State shall be notified of the location of the additional facilities.

K. Corporation, its successors and assigns, shall indemnify and hold harmless, State, its Commission members, employees, officers and agents against all and any claims for loss or damages which may result from any injury to, or death of, any person or from the loss of or damage to property of any kind or nature caused by or resulting from the activities conducted by Corporation, its employees, agents, licensees or permittees on said premises.

L. Corporation shall comply with the following Rules and Regulations of the Bureau of Public Roads: (1) no person, on the ground of race, color, or national origin, shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the premises and the facilities located thereon, (2) that in connection with the construction of any improvements on the premises and the furnishing of services thereon, no discrimination shall be practiced in the selection of employees and contractors, by contractors in the selection and retention of first-tier subcontractors, and by first-tier subcontractors in the selection and retention of second-tier subcontractors, (3) that such discrimination shall not be practiced against the public in their access to and use of the facilities and services provided for public accom-

bents of said highway structures.

G. No advertising sign, display or device shall be placed on said premises accept those which may be approved by State.

H. There shall be no interference with State's overhead highway structure or facilities related thereto.

I. Parking areas for motor vehicles may be constructed, used and maintained within the exclusive easement area.

J. Overhead and underground electric, telephone and telegraph circuits, water, oil, gas, steam, air, sewer and drainage lines and other such facilities required in the operations of the corporation as they are presently located or as they are relocated pursuant to an agreement in order to conform with the construction of the highway structures, may be operated, maintained, altered and reconstructed by the corporation within the exclusive easement area and additional such facilities may be constructed, operated, maintained and reconstructed within said exclusive easement area; provided that all applicable state and federal safety regulations are complied with. The State shall be notified of the location of the additional facilities.

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Title 15, Code of Federal Regulations, Commerce and Foreign Trade, Subtitle A, Office of the Secretary of Commerce, Part 8 (15 C.F.R., Part 8) and as said Regulations may be amended.

In the event of breach of any of the above nondiscrimination rules and regulations, all rights herein granted shall cease and State shall have the right to re-enter and repossess said premises, including the facilities thereon and all rights in said premises and facilities shall thereupon become vested in State.

TO HAVE AND TO HOLD said easement and rights above set forth unto the Portland Traction Company, its successors and assigns, forever.

This easement is given in fulfillment of State's obligation as set forth on Page 6 of that certain agreement between the parties herein, dated December 14, 1965.

IN WITNESS WHEREOF, the State of Oregon, by and through its State Highway Commission, has caused the seal of said Commission to be affixed hereunto and these presents to be executed on this the _____day of _____, 1967.

ATTEST:

_____
Secretary

APPROVED:

_____
Assistant State Highway Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

_____
Staff Attorney

STATE OF OREGON, by and through its State Highway Commission

By_____
Chairman

By_____
Commissioner

By_____
Commissioner

APPROVED:

PORTLAND TRACTION COMPANY

By_____

STATE OF OREGON)
)ss
County of Marion)

On this _____day of _____, 1967, before me appeared Glenn L. Jackson, David B. Simpson and Fred W. Hill, to me personally known, who, each being duly sworn, did say that he, the said Glenn L. Jackson, is Chairman of the State Highway Commission of the State of Oregon, and that he, the said David B. Simpson and he, the said Fred W. Hill is State Highway Commissioner of the State of Oregon; that the seal affixed to said instrument is the seal of the State Highway Commission, and that the said instrument is signed and sealed in behalf of said State by said Commission, and that the said Chairman and the said Commissioners acknowledge said instrument to be the

amended.

In the event of breach of any of the above nondiscrimination rules and regulations, all rights herein granted shall cease and State shall have the right to re-enter and repossess said premises, including the facilities thereon and all rights in said premises and facilities shall thereupon become vested in State.

TO HAVE AND TO HOLD said easement and rights above set forth unto the Portland Traction Company, its successors and assigns, forever.

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IN WITNESS WHEREOF, the State of Oregon, by and through its State Highway Commission, has caused the seal of said Commission to be affixed hereunto and these presents to be executed on this the _____ day of _____, 1967.

ATTEST:

_____
Secretary

APPROVED:

_____
Assistant State Highway Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

_____
Staff Attorney

STATE OF OREGON, by and through its State Highway Commission

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

APPROVED:

PORTLAND TRACTION COMPANY

By _____

STATE OF OREGON)
)ss
County of Marion)

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IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

My Commission expires _____ _____
Notary Public for Oregon

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: December 19, 1967

In reply refer to:
08-35.7/410.3
X Ref: I-5-6(58)301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(14)301, Russell Street - Harbor Drive
Easement to Portland Traction Company
(Mr. Jack L. Sollis' November 21, 1967 letter)

The easement document enclosed with Mr. Sollis' letter is a suitable basis for permitting Portland Traction Company the use of that area of Interstate highway right of way described in the easement. Our approval to grant the easement was contained in our August 15, 1967 memorandum. The area in question lies below structures of the East Marquam Interchange.

In platting the description contained in the easement on the sketch (copy attached) provided with Mr. T. W. Litchfield's June 22, 1967 letter, we note the point of beginning scales approximately 329 feet west of the intersection of the south line of SE. Hawthorne Blvd. and the west line of SE. Water Avenue. The description calls for the point of beginning to be 344.31 west of the above intersection. Likewise, there is a discrepancy in the southerly measurement extending westerly from the west line of Water Avenue. The sketch scales approximately 225 feet while the description calls for a distance of 239.31 feet. Either the sketch or the description appears to be in error and the discrepancies should be corrected.

Enclosure
Sketch

NOTED
F. B. KLABOE

REFERRED TO
Litchfield - Sollis
STATE HWY. ENGR.
Young w/enc.

RECEIVED
DEC 21 1967
OFFICE OF
SALEM, OREGON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Pioneer Car Leasing

Block 2

Flynn Forwarding

ST.

CLAY

ST.

Portland Traction Company Team Track & Unloading Dock

Block 21

WATER

Block 20

1.22 ACRES

HAWTHORNE

BLVD

FIRST

To Portland

Block 12

S.E.

Block 11

Section 3 T.1.S., R.1.E

LEGEND

Red tint shows easement

Shows Portland Traction Co. property line

OREGON DIV'N.
DRAWING A-3053
SHEET NO.

Pioneer Car Leasing

Flynn Forwarding

Block 2

ST.

Portland Traction Company Team Track & Unloading Dock

Block 20

1.22 ACRES

246'

202'

WATER ST.

S.E. BLVD

Block 11

WILLAMETTE RIVER

Harbor Line

HAWTHORNE BRIDGE

Section 3 T.1.S., R.1.E

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
Main Line
East Portland
Easement for Team Trk. & Unloading Dock
State of Oregon to Portland Traction Co
Scale 1"=100' DWM Dec 7, 1925

s easement
Traction Co property line

DRAWER

RECEIVED
AUG 20 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

I-5-6(58)301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 15, 1967

In reply refer to: 08-35.7
XRef: I-5-6(14)301

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
Acting Division Engineer

1719
1813

SUBJECT: Oregon Project I-5-6(58)301
East Marquam Interchange Section
Easement for Railroad Purposes
(Mr. F. B. Klaboe's August 14 letter and Mr. T. W. Litchfield's June 22 letter)

Inasmuch as your department has a binding agreement with Portland Traction Company to provide the easement for the purposes stated, you hereby have our approval to grant it.

8-21-67

REFERRED TO
Morgan - Litchfield - Young
BY ASST. STATE HWY. ENGR.

RECEIVED
AUG 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 15 1967
FOR FILING
I-5-6(58)301
6772

August 14, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Easement for Railroad Purposes, East Marquam Interchange Section, Pacific Highway, Multnomah County, Project No. I-5-6(58)301, Your File: 08-35.7

This is in reply to your letter of June 29 in which you advised that the State withhold granting of an easement to the Portland Traction Company until final settlement is made.

Please refer to the agreement between the Traction Company and the State dated December 14, 1965, and you will find paragraph 9 on page six reads as follows:

"State shall grant to railroad the right, in form satisfactory to the railroad, to construct, reconstruct, operate, maintain and the use the platform, track and associated appurtenances in the block bounded by the Willamette River, S. E. Hawthorne Boulevard, S. E. Water Avenue and S. E. Clay Street as shown on the attached prints."

This statement obligates the State to grant the railroad an easement as requested in the Southern Pacific Company letter of June 8, 1967.

Inasmuch as the Bureau of Public Roads approved the above-mentioned agreement on December 15, 1965, we feel approval of this easement from you is now in order since it will be outside the terms of the agreement to withhold the granting of an easement until our property settlement with the Traction Company is final.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
G. E. Rohde
F. D. Morgan
A. E. Johnson
T. W. Litchfield

TWL:ss srb

RECEIVED
JUL 6 - 1967
FOR FILING

FORM PR-101 (11-65) UNITED STATES GOVERNMENT

Memorandum

6772

KLHBOE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 29, 1967

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

719

SUBJECT: Oregon Project I-5-6(14)301, Right of Way, and
I-5-6(58)301, Construction - Eastbank Freeway
Easement for Railroad Purposes
(Mr. T. W. Litchfield's June 22 Letter)

Pending final settlement of the Portland Traction Company case, we deem it advisable to withhold granting of the easement requested by Southern Pacific Company. Therefore, we will defer our decision as to approval until such time.

RECEIVED
JUL 3 1967
OFFICE
STATE HIGHWAY ENGR.

7-5-67

REFERRED TO
Litchfield - Young - Morgan
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

Routing

Morgan	Poss.
Docker	Moreland
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
JUL 7 1967
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-172X BOM 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Re: Alignment FBK-1719

BW 6.30

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 22, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Easement for Railroad Purposes
East Marquam Interchange Section
Pacific Highway
Multnomah County
Project No. I-56 (58) 301

Dear Sir:

Herewith you will find two copies of a Southern Pacific Company letter dated June 8, 1967, suggesting that the State convey to the railroad an easement under the East Marquam Interchange as shown in pink on their drawing No. A-3053, a copy of which is attached, for the purpose of "constructing, reconstructing, maintaining and using a team truck, platform, ramp, paving and appertenances."

We have reviewed this proposal and feel it desirable some easement should be granted to the railroad giving them an official right to use this area beneath our structure. The easement should contain theprovisions of use as set forth on pages 6 and 7 of our letter of offer to the Portland Traction Company dated June 6, 1967, for the property we are acquiring from the railroad for the balance of this project. This is designated as our right of way file no. 28365.

We submit this to you for your review and comment, and request authorization to proceed on the basis outlined above. We will seek your approval of the provisions of the easement document before we submit it to the railroad.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
encl.
cc: F. B. Klaboe
D. H. Moehring
Jack Sollis

RECEIVED
JUN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

PLEASE RETURN TO
R. L. PORTER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

JUN 12 67

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

June 8, 1967

REFERRED TO
Klare
BY DEPUTY STATE HIGHWAY ENGINEER
Our comments or recommendation is please
PLP

IN REPLY PLEASE REFER TO
911700/323
O-PD-62-9

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir: Attention: Mr. R.L. Porter
Deputy State Highway Engineer.

Incident to construction of the East Marquam Interchange affecting property of the Portland Traction Company, a team track, platform, ramp and paving were constructed on a portion of State owned right-of-way beneath the freeway on the parcel of land shown in red tint on the enclosed 2 prints of Oregon Division Drawing A-3053.

In order to keep the record straight, we recommend that the State convey to Portland Traction Company an easement on this area for the purpose of "constructing, reconstructing, maintaining and using a team track, platform, ramp, paving and appurtenances". Also enclosed is copy of metes and bounds description of an area of 1.22 acres which we think would be suitable in preparing such a document.

If you concur, will you please prepare such an easement and send it to us for further handling.

Yours very truly,

H M Williamson
Re

Attach.

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUN 1 3 1967
CONSTRUCTION
DIVISION

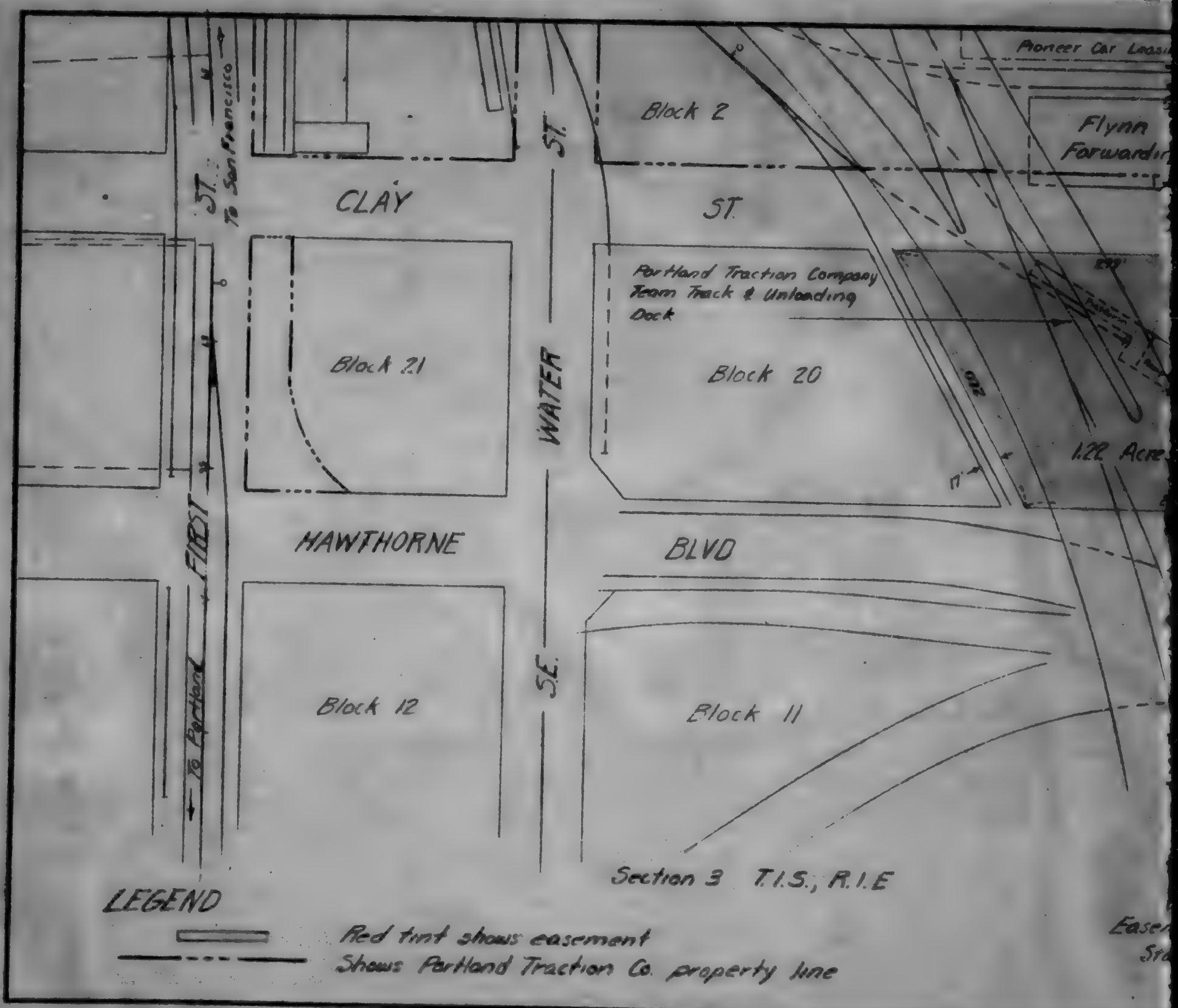
RECEIVED
JUN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

A parcel of land lying in Section 3, Township 1 South, Range 1 East, Willamette Meridian, Multnomah County, Oregon; the said parcel being described as follows:

Beginning at a point on the South line of Southeast Hawthorne Boulevard, 344.31 feet West of the intersection of the South line of said Southeast Hawthorne Boulevard and the West line of Southeast Water Avenue; thence West along said South line of Southeast Hawthorne Boulevard extended Westerly 246 feet, more or less, to the East harbor line of the Willamette River as established by Ordinance 7995 of the City of Portland; thence Southerly along said East harbor line 202 feet, more or less, to the North line of Southeast Clay Street; thence East along the North line of Southeast Clay Street 299 feet, more or less, to a point, said point being 239.31 feet West of the intersection of the North line of Southeast Clay Street and the West line of Southeast Water Avenue, said point, also, being 17 feet, when measured at right angles to the right of way line of the State of Oregon property acquired from Hawthorne Investment Company, under final judgement of Case 257,597, dated December 4, 1959; thence Northwesterly in a straight line 17 feet from, and parallel to, said State of Oregon right of way line, 220 feet more or less to the point of beginning.

The parcel of land to which this description applies contains 1.22 acres.

2837.4
3579.8


Pioneer Car Leasi
Block 2
Flynn
Forwardi
ST.
To San Francisco
CLAY
ST.
ST.
Portland Traction Company
Team Track & Unloading
Dock
Block 21
WATER
Block 20
1.22 Acre
FIRST
HAWTHORNE
BLVD
To Portland
Block 12
S.E.
Block 11
Section 3 T.1.S., R.1.E
LEGEND
Red tint shows easement
Shows Portland Traction Co. property line

OREGON DIV'N.
DRAWING A-3053
SHEET NO.

Pioneer Car Leasing

Block 2

Flynn Forwarding

ST.

ST

Portland Traction Company Team Track & Unloading Dock

Block 20

WATER ST.

WILLAMETTE RIVER

120'

17'

1.22 Acres

246'

202'

Harbor Line

BLVD

HAWTHORNE BRIDGE

SE.

Block 11

Section 3 T.1.S., R.1.E

...t shows easement
...Portland Traction Co. property line

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

Main Line
East Portland
Easement for Team Trk. & Unloading Dock
State of Oregon to Portland Traction Co.
Scale 1"=100' DWM Dec 9, 1966

DRAWER

FORM S-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

Litchfield

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 6, 1967

Routing
FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

RECEIVED
JUN 7 1967
CONSTRUCTION
DIVISION

Walker
Glenn
Swan
Scott
Wills
Litchfield
Olson

CERTIFIED MAIL

Portland Traction Company
1635 S. E. Water Avenue
Portland, Oregon

The Marine Midland Trust Company of New York
120 Broadway
New York 15, New York

File No. R-28365 L-3467
East Bank Freeway Section
Pacific Highway

Gentlemen:

A review of our file indicates that the proposal of the State Highway Commission for the acquisition of the required easement under subject file was submitted in a letter from Mr. R. L. Porter to Mr. R. C. Nissen on October 15, 1965. No reply has yet been received. The Permit of Entry, as extended, expires on June 13, 1967. Therefore, this letter formally restates the offer so that you may at your earliest convenience give full consideration to this matter.

The State Highway Commission has found it necessary to acquire permanent easements across the following described real property so that the East Bank Freeway Section of the Pacific Highway may be properly relocated, constructed, improved and maintained. The easements and real property across which these easements are required are as follows, to wit:

I. A perpetual and exclusive easement for the construction, operation, inspection, maintenance and reconstruction of elevated highway structures and supporting bents and other necessary related facilities over, upon and across the following described parcels of real property:

Parcel No. 1:

A parcel of land lying in Block 2, STEPHEN'S ADDITION TO EAST PORTLAND in the City of Portland, situated in Section 3, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon; the said parcel being that portion of said Block 2 lying Southwesterly of a line which is parallel to

and 34 feet Northeasterly of the center line of the connection between the Westbound lane of the relocated Mt. Hood Highway and the Northbound lane of the relocated Pacific Highway, which connection center line is referred to as the "BD_4" and "BD" center line, and lying Northeasterly of a line which is parallel to and 34 feet Southwesterly of the center line of the Southbound lane of the relocated Pacific Highway which Southbound lane center line is referred to as the "C" center line.

The "BD" center line herein referred to is described as follows:

Beginning at Engineer's center line Station "BD_4" 440+98.94, said Station being 1472.07 feet North and 1695.39 feet West of the intersection of the center line of Southeast Grand Avenue with the center line of Southeast Harrison Street; thence on a 916.73 foot radius curve left (the long chord of which bears South 16° 35' 55" East) 162.71 feet; thence South 21° 41' East, 34.13 feet; thence on a spiral curve left (the long chord of which bears South 24° 31' East) 200 feet; thence on a 674.07 foot radius curve left (the long chord of which bears South 34° 26' East) 100 feet; thence on a spiral curve left (the long chord of which bears South 44° 21' East) 200 feet; thence South 47° 11' East, 19.93 feet; thence on a spiral curve right (the long chord of which bears South 46° 46' East) 100 feet; thence on a 2291.83 foot radius curve right (the long chord of which bears South 45° 20' 30" East) 47.33 feet; thence on a spiral curve right (the long chord of which bears South 43° 55' East) 100 feet to Engineer's Station "BD_4 " 450+63.04 Back equals "BD" 450+58.87 Ahead; thence South 43° 30' East, 373.70 feet; thence on a spiral curve left (the long chord of which bears South 44° 30' East) 200 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 49° 16' 30" East) 185 feet; thence on a spiral curve left (the long chord of which bears South 54° 03' East) 200 feet to Engineer's center line Station "BD" 460+17.57, said "BD_4" center line crosses the North and South lines of said Block 2 approximately at "BD_4" center line Stations 445+50 and 448+40, respectively.

The "C" center line herein referred to is described as follows:

Beginning at Engineer's center line Station "C" 443+09.07, said Station being 1242.61 feet North and 1718.91 feet West of the intersection of the center line of Southeast Grand Avenue with the center line of Southeast Harrison Street; thence on a

spiral curve left (the long chord of which bears South 27° 30' 17" East) 196.67 feet; thence South 29° 28' 17" East, 0.38 feet; thence on a spiral curve right (the long chord of which bears South 26° 38' 17" East) 200 feet; thence on a 674.07 foot radius curve right (the long chord of which bears South 10° 44' 21.5" West) 746.13 feet to Engineer's center line Station "C" 454+52.25, said "C" center line crosses the North and South lines of said Block 2 approximately at "C" center line Stations 445+15 and 447+40, respectively.

EXCEPT therefrom the following described tract:

Beginning at the intersection of the Southerly line of said Block 2 and a line which is parallel to and 34 feet Easterly of the center line of the Northbound lane of the relocated Pacific Highway, which center line is referred to as the "D" line; thence Northerly, parallel to said center line, 75 feet, more or less, to a line which is parallel to and 38 feet Westerly of the center line of the connection between the Southbound lane of the relocated Pacific Highway, and the Eastbound lane of the relocated Mt. Hood Highway which center line is referred to as the "CA" and "CA_2" lines; thence Southeasterly parallel to the last mentioned center line to the South line of said Block 2; thence West along said South line to the point of beginning.

The "D" herein referred to is described as follows:

Beginning at Engineer's Station "D" 444+96.69, said Station being 1091.10 feet North and 1587.52 feet West of the intersection of the center line of Southeast Grand Avenue with the center line of Southeast Harrison Street; thence on a spiral curve right (the long chord of which bears South 18° 33' 49" East) 200 feet; thence on a 954.93 foot radius curve right (the long chord of which bears South 7° 24' 45" East) 238.37 feet to Engineer's Station "D" 449+35.06.

The "CA" and "CA_2" center lines herein referred to are described as follows:

Beginning at Engineer's center line Station "CA" 437+86.17, said Station being 1753.39 feet North and 1793.93 feet West of the intersection of the center line of Southeast Grand Avenue and the center line of Southeast Harrison Street; thence on a 1061.03 foot radius curve left (the long chord of which bears South 16° East) 648.15 feet; thence on a spiral curve left (the long chord of which bears South 40° 10' East) 370.37 feet to

Engineer's Station "CA" 448+04.69 Back equals "CA_2" 448+04.69 Ahead; thence South 43° 30' East, 444.39 feet; thence on a spiral curve left (the long chord of which bears South 44° 30' East) 200 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 49° 16' 30" East) 185 feet; thence on a spiral curve left (the long chord of which bears South 54° 03' East) 200 feet; thence South 55° 03' East, 200.82 feet to Station "CA_2" 460+34.90; said center line crosses the Westerly line of said property approximately at Station "CA_2" 449+45.

The bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 1.0 acre.

Parcel No. 2:

A parcel of land lying in the SE¼ of Section 3, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, and being a portion of that property described in that certain deed to Portland Traction Company, recorded in Book 1095, Pages 357 to 361 inclusive of Multnomah County Record of Deeds; the said parcel being that portion of said property included in a strip of land 68 feet in width, 34 feet on each side of the center line of the connection between the Northbound lane of the relocated Pacific Highway and 8th Avenue, which connection center line is described as follows:

Beginning at Engineer's center line Station "T" 437+14, said Station being 274.99 feet South and 142.93 feet West of the intersection of the center line of Southeast Grand Avenue with the center line of Southeast Harrison Street; thence North 52° 51' 22" West, 692.53 feet; thence on a spiral curve left (the long chord of which bears North 55° 51' 59.5" West) 212.5 feet; thence on a 674.07 foot radius curve left (the long chord of which bears North 62° 59' 03.5" West) 25.81 feet to Equation Station "T" 446+44.84 equals "A" 446+44.84; thence on a 674.07 foot radius curve left (the long chord of which bears South 87° 57' West) 658.09 feet to Station "A" 453+02.93, said center line crosses the Northeasterly and West lines of said property approximately at Station "T" 445+10 and Station "A" 450+10, respectively.

The bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 0.7 acre, more or less.

Parcel No. 3:

A parcel of land lying in the SE¼ of Section 3, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, and being a portion of that property described in that certain deed to Portland Traction Company, recorded in Book 1095, Pages 357 to 361 inclusive of Multnomah County Record of Deeds; the said parcel being that portion of said property lying South of S. E. Market Street, lying Northerly of Parcel No. 2, lying Southwesterly of a line which is parallel to and 34 feet Northeasterly of the center line of the connection between the Westbound lane of the relocated Mt. Hood Highway and the Northbound lane of the relocated Pacific Highway, which connection center line is referred to as the "BD_4" and "BD" center line and here-to-fore described in Parcel No. 1, and lying Northeasterly of a line which is parallel to and 38 feet Southwesterly of the center line of the connection between the Southbound lane of the relocated Pacific Highway and the Eastbound lane of the relocated Mt. Hood Highway, which connection center line is referred to as the "CA" and "CA_2" and described as follows:

Beginning at Engineer's center line Station "CA" 437+86.17, said Station being 1753.39 feet North and 1793.93 feet West of the intersection of the center line of Southeast Grand Avenue and the center line of Southeast Harrison Street; thence on a 1061.03 foot radius curve left (the long chord of which bears South 16° East) 648.15 feet; thence on a spiral curve left (the long chord of which bears South 40° 10' East) 370.37 feet to Engineer's Station "CA" 448+04.69 Back equals "CA_2" 448+04.69 Ahead; thence South 43° 30' East, 444.39 feet; thence on a spiral curve left (the long chord of which bears South 44° 30' East) 200 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 49° 16' 30" East) 185 feet; thence on a spiral curve left (the long chord of which bears South 54° 03' East) 200 feet; thence South 55° 03' East, 200.82 feet to Station "CA_2" 460+34.90; said center line crosses the Westerly line of said property approximately at Station "CA_2" 449+45.

The bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 1.46 acres.

II. A perpetual easement over, upon and across your adjacent real property to provide necessary access to the parcels described in Easement I above for the operation, inspection, maintenance and reconstruction of the highway structures thereon.

RESERVING, however, unto you, your successors, legal representatives and assigns, the following described rights in said perpetual and exclusive easement area described in Easement I above and hereinafter referred to as "exclusive easement area";

1. The Engine House, the Pacific and Atlantic Shippers building and the Pioneer Car Loading building, the latter two as reconstructed pursuant to an agreement between you and the State Highway Commission in order to conform said buildings with the construction of the highway structures, may remain in place as they encroach into the exclusive easement area and may continue to be used in your operations.

2. New buildings of fireproof construction may be constructed within the exclusive easement area after notification to the State Highway Commission of the intent to build, the location of the building and after submitting a copy of the building plans.

3. Railway tracks may be constructed, operated, maintained and reconstructed within the exclusive easement area in accordance with Oregon Public Utility Commissioner's regulations. The State Highway Commission shall be notified of the location of railway tracks constructed hereafter within the exclusive easement area. Railway tracks as relocated pursuant to an agreement between you and the State Highway Commission and existing tracks not needing relocation may be operated, maintained and reconstructed.

4. Vehicular and pedestrian roadways and parking areas for motor vehicles may be constructed, used and maintained within the exclusive easement area.

5. Overhead and underground electric, telephone and telegraph circuits, water, oil, gas, steam, air, sewer and drainage lines and other such facilities required in your operations, as they are presently located or as they are relocated pursuant to an agreement in order to conform with the construction of the highway structures, may be operated, maintained, altered and reconstructed by you within the exclusive easement area and additional such facilities may be constructed, operated, main-

tained and reconstructed within said exclusive easement area; provided that all applicable state and federal safety regulations are complied with. The State Highway Commission shall be notified of the location of the additional facilities.

6. Commodities of such kinds and in such quantities as are allowed pursuant to Interstate Commerce Commission regulations may be handled in your normal operations. There shall be no storage of inflammable, volatile or explosive substances within the exclusive easement area.

7. Passage may be had across the exclusive easement area at ground level to serve your property on each side of the exclusive easement area and such other use, when in your normal operations, may be made of the exclusive easement area which is not inconsistent herewith.

In exercising the above reserved rights and in conducting your operations on the exclusive easement area, you, your successors, legal representatives and assigns shall comply with the following restrictions:

1. No building or activity shall extend above a plane which is eight feet below the underside of said highway structures.

2. No building or activity shall be permitted within five feet of the supporting bents of said highway structures on the exclusive easement area.

3. There shall be no interference with any of the other necessary related facilities as located within the exclusive easement area by the State Highway Commission.

4. There shall be no rights of access of any nature between the roadways of the highway structures constructed on the exclusive easement area and your property adjacent thereto.

I have been authorized by the State Highway Commission to offer to you, and do hereby offer and tender to you, the sum of $85,250.00 for a conveyance of the hereinabove described easements to the State of Oregon, by and through its State Highway Commission, free and clear of all taxes, liens and encumbrances, including the proportionate part of the taxes for the fiscal year during which the State takes possession of or receives title to said easements, whichever is the earlier; except, however, said real property shall be subject to the interests of others than yourselves in the following encumbrances:

Easement for light, power and distribution system, Pacific Northwest Public Service Company to Portland General Electric Company, dated September 1, 1930, recorded September 23, 1930, in Book 96, Page 1, Deed Records.

Easement and right of way from Portland Traction Company, to Portland General Electric Company, an Oregon corporation, dated October 22, 1953, recorded November 12, 1953, in Book 1631, Page 15, Deed Records.

Rights to spur tracks in place on the premises, of the vestees and of other persons, recorded or not of record.

Subject to conditions contained in deed, Portland Railway Light & Power Co. to Southern Pacific Co., recorded in Book 1165, Page 149, December 28, 1928.

It is my hope that you have sufficient information now at hand to arrive at a final decision in this matter. Should you need additional details or further clarification, do not hesitate to immediately contact me. It is the sincere hope of this office that this offer will form the basis of an amicable settlement, and I look forward to hearing of your decision in this matter very soon.

Unless an early settlement can be reached it will be necessary to refer this file to our legal section since our present permit of entry expires on June 13, 1967.

Very truly yours,

FORREST COOPER
State Highway Engineer

ALR:hg

cc - Mr. R. C. Nissen
Assistant Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Mr. Ted Dec
Mr. R. L. Porter
Mr. G. E. Rohde
Mr. D. H. Moehring
Mr. T. W. Litchfield

B-2708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

August 4, 1967

RECEIVED
AUG 7 1967
REAL & RIGHT OF WAY
REFERRED
TO Mackenzie
FOR Review & draft reply
F. C. McKINNEY

IN REPLY PLEASE REFER TO
911700/323
0-PD-62-9

Mr. G. E. Rohde
Chief Counsel
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Sir:

This is in answer to your letter of July 31, about the State's proposed acquisition of property rights from the Portland Traction Company for the East Marquam Interchange in Portland.

We wish to be as cooperative as possible in arriving at a satisfactory determination of these property rights and, for that purpose, we are enclosing herewith one complete copy of our Formal Appraisal Report.

In answer to numbered Item 5 of your letter, we did not discount any of the values and our basis for not doing so was stated in the first paragraph on page 2 of our letter of July 18.

Yours very truly,

H. M. Williamson

Attach.

RECEIVED
AUG 8 - 1967
OFFICE
STATE HIGHWAY

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. ERIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
AUG 2 1967
FOR FILING

I-5-6(58)321

6772

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 31, 1967

Mr. H. H. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Re: State vs. Portland Traction Co.
L-5467 R-28365

Dear Sir:

In reply to your letter of July 18, 1967, please be advised that before we can properly evaluate the breakdown you furnished us, we will need the following additional information:

1. What parcels and individual areas are included?

2. What values per square foot or acre have you used for the full fee values?

3. What proportion of full fee value have you assigned to the easement taking?

4. What was the basis of the severance damage?

5. Were your damages discounted by a present value factor of 0.375% as indicated in our letter of December 6, 1965?

Very truly yours,

G. E. Rohde

G. E. ROHDE
Chief Counsel

GER:JLS:ja

cc: Frank C. McKinney
R. L. Porter
D. H. Moehring
Carl Smith

RECEIVED
AUG 1 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 3 - 1967
FOR FILING

I-5-6(58)3C.1
6772

5765
7-21-67

B-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

July 18, 1967

REFERRED TO
Rohde
BY DIVISION STATE HIGHWAY ENGINEER

IN REPLY PLEASE REFER TO
911700/323
O-PD-62-9

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir: Attention: Mr. R. L. Porter
Deputy State Highway Engineer.

Mr. W. M. Jaekle's letter of July 5, 1967 agreed to the condition outlined in your letter of June 27 about extending the time of the agreement between Portland Traction Company and the State of Oregon on the East Marquam Interchange in Portland.

We have now completed our appraisal of the fair value of the property rights to be acquired by the State under the terms of the agreement of December 14, 1965. Your Mr. G.E. Rohde's letter of December 16, 1965 furnished us with a requested breakdown of the State's total offer of $85,250. In turn, we agreed to furnish you with a similar breakdown of our appraisal in the event the State's proposed consideration was determined to be unsatisfactory.

The value conclusions reached in our appraisal are as follows:

Parcel I		
Easement value	$47,078.	
Severance damages	4,278.	
Total		$ 51,356.
Parcel II		
Easement value	$77,995.	
Severance damages	19,901.	
Total		$ 97,896.
Parcel III		
Easement value	$ 3,841.	
Severance damages	Nil.	
Total		$ 3,841.
Total acquisition and damages		$153,093.

Mr. Forrest Cooper July 18, 1967

Mr. Rohde's letter of December 16, 1965 stated that in view of your opinion that "the railroad use will continue for at least another 25 years. Therefore, all damage items have been discounted by a present value factor of 0.375." We know of no basis for such a discount theory and it is our opinion that the State's acquisition must be based on present-day market values.

If you will meet our figure of $153,093., we will recommend to the parent companies that the matter be settled on that basis. If you feel a meeting would be helpful, it can be arranged for an early mutually satisfactory date.

There are a few terms and conditions in your proposed easement form which we think should be adjusted, but we do not anticipate any real difficulty in working these out to our mutual satisfaction.

Yours very truly,

H. M. Williamson

RECEIVED
JUL 18 1967

FOR FILING
I-5-6(58)301

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 11, 1967

In reply refer to: 08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(58)301
East Marquam Interchange Section
Southern Pacific Railroad Company Adjustment

We have reviewed and found satisfactory the formal railroad agreement on the subject project submitted by Mr. Litchfield's June 26, 1967 letter.

This agreement formalizes the submission approved January 5, 1967 by this office.

7-12-67
REFERRED TO
Young - Litchfield - Sollis
BY ASST. STATE HWY. ENGR.

RECEIVED
JUL 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 7 - 1967
COMMISSIONERS
GEORGE JOHNSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING
I-5-6(58)E01
6712

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan
Portland 97213

July 3, 1967

Mr. F. V. Schlaf
Superintendent
Portland Traction Company
1800 S. E. Water Avenue
Portland, Oregon

Dear Mr. Schlaf:

Under date of March 23, 1966, A. E. Johnson, Metropolitan Engineer, wrote Mr. Phil Adams, then Superintendent of Portland Traction Company, requesting consideration of elimination by your company of tracks in S. E. Water Avenue, north of the south line of S. E. Yamhill Street. This request was based on the fact that an off-ramp from the freeway deposits traffic on Water Avenue at Yamhill Street and the presence of trackage at this location affects the handling of this traffic.

To date we have had no reply to this request. It would be appreciated if you would advise what disposition has been made of the matter.

A. E. Johnson
Metropolitan Engineer

By:

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:rh

bcc: Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. L. E. George

RECEIVED
JUL 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 24 1967
FOR FILING

I 5-6(58) 201
6772

May 24, 1967

General Insurance Company
of America
Portland Service Office
209 SW 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 6772 awarded to E. Carl Schiewe, for construction of Portland Traction Company buildings on the East Marquam Interchange Unit, Eastbank Freeway Section of the Pacific Highway in Multnomah County was completed on April 17, 1967, and accepted by the Highway Commission on May 23, 1967.

Final payment in the amount of $18,201.49 will be released to the contractor after June 1, 1967. The total contract amount is $393,181.48 including $4,561.74 for work performed under force account. We are retaining $2,000.00 for railroad flagging charges on this contract.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Mr. E. Carl Schiewe
1024 N. E. Davis Street
Portland, Oregon 97232

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 27 1967
FOR FILING
I-5-6(58)301
6772
Fred W. Hill, Member
Malix

May 23, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed April 17, 1967, on Contract No. 6772. The contract was with E. Carl Schiewe and was for the Portland Traction Company buildings on the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 23, 1967, and that you concur in this procedure at the Commission meeting on June 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
R. L. PORTER
R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
A. E. Johnson

srb jw

5.24 mp 5-6 dw

NOTED
FLOYD QUERY

RECEIVED
MAY 17 1967

File
T (56) 1
6 7 2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1967

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

SUBJECT: File R-28365
Portland Traction Company
East Marquam Bridge Interchange

Building

The above file has been forwarded to the Legal Department for the purpose of preparing and filing a condemnation complaint. A permit of entry was obtained on December 14, 1965, and provided that negotiations would continue for a period of one year. Subsequently this permit of entry was extended to June 13, 1967.

A brief review of our files indicate that while Mr. Porter made a firm offer to the railroad on October 15, 1965, and an appraisal breakdown was furnished the railroad on December 16, 1965, apparently no settlement is in sight by way of negotiations.

I would appreciate it if you could inform me whether you wish to continue negotiations with the railroads, extend the permit, or have us file a condemnation? If we are to file a condemnation we should attempt a conference with the railroad for the purpose of spelling out the exact details of the easement so that after the filing we will not be continually amending and changing our complaint.

Frank

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
cc: R. L. Porter
Ted Litchfield
Dave Moehring
A. L. Riveness
G. E. Rohde

5-16-67
copy to

Frank
Please restate our original offer and follow up with condemnation if necessary.
FCK.

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: East Marquam Interchange Unit, East Bank Freeway

WEEK ENDING: 22 April 15, 1967

HIGHWAY: Pacific

SECTION PREFIX: 626-1059

COUNTY: Multnomah

NAME OF JOB

CONTRACTOR: Portland Traction Co. Buildings

KIND OF WORK: Buildings

DATE OF CONTRACT: S. Carl Schieve

CONTRACT NUMBER: 6722

FEDERAL AID PROJECT NUMBER: I-5-4((58)201

DATE WORK STARTED: March 3, 1966

ESTIMATED COMPLETION DATE: April 17, 1967

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS: March 14, 1966

WORK DAYS USED

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 135

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: See Calendar Day Charges

PROJECT AUTHORIZATION: $478,900.68

EXCLUSIVE OF ENGINEERING: $444,845.52

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 438,149.14

ESTIMATED PERCENT: UNDERRUN 1.5 %

ENGINEERING AUTHORIZATION: $34,055.16

ENGINEERING COST TO DATE: $29,943.78

PERCENT OF AUTHORIZATION: 87.9%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 93.1%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.6%

DATE PROJECT WAS COMPLETED: 4-17-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Does Not Apply				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED		Does Not Apply			
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT		See percent of contract complete on estimate cost.						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		Does Not Apply		
MONDAY	Cloudy-cool			
TUESDAY	Cloudy-rain in p.m.			
WEDNESDAY	Cloudy-clearing			
THURSDAY	Sunny			
FRIDAY	Cloudy			
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Rail contractor laying track vic. of old PTC Office. All work complete and awaiting final inspection.
TUESDAY	Railroad contractor laying track near Pioneer Building. No Contractor activity.
WEDNESDAY	Railroad contractor laying track vic. Old PTC Office. Contractor working on Heating & Vent. at new Warehouse. Final inspection by Herb Schell, Ed Hardt.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contract Work completed.

BRIDGE DIVIS
APR 24 196
A.M. P.M.
7|8|9|10|11|12|1|2|3|4|5|6

SIGNED Robert E. Shotwell

LOCATION 900 N. Stanton St. Portland, Oregon 97227

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

[illegible]
MAY 12 1967

[illegible]
COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix

6772

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 21, 1967

Mr. A. W. Parsons
Division Engineer
Federal-Aid Highway Admin.
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on April 17, 1967, on Contract No. 6772, E. Marquam Interchange Unit, Eastbank Freeway Section, in Multnomah County, in connection with Federal-Aid Project No. I-5-6(58)301.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Federal-Aid Highway Admin.
Oregon Division Office Endorsement Date: 4-19-67 5-11-67

Conditions noted on above date:

All contract work OK.
Need disposition of utility poles. ✓

Young.
cc Hubfield

HAS:

A. W. Parsons
Division Engineer

to: Forrest Cooper
Vince Gallagher

By: G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
MAR 7 - 1967

For file 5-6(58)301

Form CB-121 (11-63) (Pres. by A.C. 200-10)

UNITED STATES GOVERNMENT

Memorandum

6772

Klaboe cc Edwards Merchant 3-3-67

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 2, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I 5-6(58)301
East Marquam Interchange Section
Extra Payment for Excavation

Mr. Edward L. Hardt, by letter dated February 10, 1967, submitted a print of three cross-sections showing the excavation area in front of the Traction Company's new warehouse on the subject project, along with correspondence pertaining thereto.

After review of the plans and specifications, as well as the contractor's August 8, 1966 letter, we are unable to fully agree with Mr. Hardt's conclusion. The contractor points out that plans were rather incomplete in regards to the final elevations of paved areas, docks, buildings, and catch basins, as well as grades of the paved sloped areas and existing ground elevations. While the specifications indicate that some excavation would be required, the actual quantity could not be determined from the data shown on the plans. It appears that the contractor could have reasonably expected very little excavation because of this omission. The support you offer has been derived after contract award with considerable surveying, discussion with the railroad, and design. The contractor did not have the benefit of this information in preparing his bid. For these reasons, it is felt that allowing extra payment for only the 350 CY of excavation which resulted from the lowering of the warehouse would not necessarily settle the contractor's claim, but could in effect add support to the remaining portion of the claim.

In the contractor's August 8, 1966 letter (Attention: Mr. Ed Hardt) his second paragraph infers that no cost was allowed for excavation and this is not consistent with the spectification. It would appear desirable to have him support his original bid in view of the plans and specification on Page 19 under "Construction of Parking and Service Areas." Also, he has included costs for preparation of the base which is obviously an expected contract cost.

NOTED
F. B. KLABOE

orig to Merchant
to handle
copy to Young
3-6-67

RECEIVED
MAR 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 21 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(58)301
6772

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 16, 1966

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Work by the Southern Pacific Company
East Marquam Interchange Section
Pacific Highway-Multnomah County
Project No. I-5-6(58)301

NOTED
F. B. KLABOE

Dear Sir:

Please refer to my letter of November 10, 1966 concerning this subject, to which was attached the Southern Pacific's letter of November 4, 1966 and an estimate of cost of railroad work amounting to $55,570.

I have discussed this estimate with the Southern Pacific people, and they have revised the item for flagman downward from one year to three months, and have submitted to me, with their letter of December 1, a revised estimate in the amount of $33,755. In conversations with your Mr. Schell, he requested the amount charged to the above-captioned project be separated from the amount which will be charged to the future projects of the East Marquam Interchange area.

You will note in the estimate attached, the cost to be charged against the above-captioned project is estimated to be $11,952, while the estimated cost to be charged to the future project in this area is $21,803. I have estimated the cost for engineering-inspection and flagging to be $1,000 and $500 respectively for the above-captioned project. The balance of the estimated amount is to be charged to the future project. This, along with the prorated additives, is our basis for the entire charge to the future project.

This is being submitted to you for your review and approval. If satisfactory, please authorize us to proceed with the work chargeable to the above-captioned project at an early date, in accordance with PPM 30-3.

Very truly yours,

F.D. Morgan
Construction Engineer
By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

DEC 1 1966
OFFICE
STATE HIGHWAY

TWL:sg
Attachment

cc: F.B. Klaboe
L.H. Young
I.D. Merchant

FORM P-1288 DOM 4-62
RECEIVED
NOV 3 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
PORTLAND
I
6/12

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 10, 1966

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Work by the Southern Pacific Company
East Marquam Interchange Section
Pacific Highway - Multnomah County
Project No. I-5-6(58)301

Dear Sir:

Attached you will find two copies of the Southern Pacific Company's letter of November 4, 1966 with a detailed estimate of cost and their sketch map showing the work to be done.

In your letter of January 31, 1966 you noted in the third paragraph that the Southern Pacific Company was to make track adjustments with its own forces, and that such work would not be eligible for Federal aid unless it were covered by a supplemental agreement. It is the Railroad's and the State's intention that this letter, estimate and sketch map, along with our reply, will constitute the agreement you requested in your January 31 letter.

I should like to point out that included in the railroad estimate is an item for Engineering Inspector of $10,530 and the estimated expense for three Flagmen of $20,265. The bulk of these costs will be incurred at the time of the future contract involving the construction of bridge piers through this area.

The railroad intends to do this work with their own forces and to coordinate their efforts with that of the contractor, A.D. Ford and Sons, so that the relocated interchange track and cross over will be functional at the time Ford's work is completed. We request your approval of the estimate and sketch as submitted and authorization to proceed with the work in accordance with PPM 30-3.

Very truly yours,

NOTED
F B KLABOE

F.D. Morgan
Construction Engineer
By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:fp:sg
Enc.
cc: F.B. Klaboe
L.H. Young
I.D. Merchant

RECEIVED
NOV 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
DUNSMUIR, CALIF.

November 4, 1966

IN REPLY PLEASE REFER TO
GMO 62467
0-0-66-2

RECEIVED
NOV 7 1966
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon, 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

At the present time we are in the process of relocating trackage and buildings on Portland Traction Company property affected by the East Marquam approaches. In order for our track contractor, A. D. Ford & Sons, to complete track relocation it is necessary to relocate portions of the interchange track between Southern Pacific Company and Portland Traction Company as shown on the attached Oregon Division drawing PA-380.

This is not presently covered by the agreement between Portland Traction Company and the State. Therefore, we have secured authority to grant easement over Southern Pacific Company property as shown on the attached print of Oregon Division drawing A-3023. This authority is to grant easement to the State of Oregon without monetary consideration; also all work by railroad will be recollectible from the State.

In connection with the relocation of this track am attaching copy of Detail of Estimate which covers engineering inspector, flagman, preliminary engineering, and cost of shifting and relocating trackage. This will be prepared in the standard agreement in the very near future.

In order that A. D. Ford & Sons can complete their work, request you sign copy attached of this letter as authorizing work to proceed on the above basis. As soon as we receive copy of this letter signed by State officials, we will proceed to relocate trackage as shown on the attached drawing.

Yours truly,

A W Kilborn

S.P. PORTION EAST MARQUAM INTERCHANGE - PORTLAND C.E. 20-2

Sheet ____ of ____ Sheets Form 30 No. 911700/323

DETAIL OF ESTIMATE

	Character of Work	Unit	Quantity	Labor	Material	Total
	RETIREMENT					
	L.V. PER. PORTION V.D. 68416/1				31	
	CONTINGENCIES				4	
					35	
						35
	DR. OPTG. - CR. R&E					
	SUNDRIES					
4T	RELOCATE TRACKAGE INCL 2 TURNOUT	T.F	334.	2260		(115.2)
4T	SHIFT TRACKAGE & REMOVE 10 T.F.	T.F.	85	160		
4T	BALLAST	C.Y	240		480	
4-S	SIGNAL WORK			1450	1200	(69.0)
	ENGINEERING INSPECTOR	YR	1	10,530		
	FLAGMEN 3	~~YR~~ MO.	3	20,265		
	PRELIMINARY ENGINEERING			1,040		
	MATERIAL HANDLING CHARGE				84	
	VACATION ALLOWANCE			1,875		
	HOLIDAY PAY			981		
	HEALTH & WELFARE			1,785		
	R.R. RET. & UNEMP TAX			4,480		
	PD, PL, & WC. INS			1,531		
	ACCOUNTING & BILLING			2,317	84	
	CONTINGENCIES			4,866	182	
				53,540	2030	
						55,570
	DR. SUNDRIES					
	SALVAGE					
	RAIL & OTM				65	
					65	
						15
	DR. M.O.H. - CR. OPTG					
	DR. M.O.H. - CR. SUNDRIES					50

NOTE; ESTIMATE DOES NOT INCLUDE ANY MONEY FOR THE POSSIBILITY OF HAVING TO MOVE ANY SIGNALS DUE TO THE VIEW BEING BLOCKED BY OVERPASS PIERS.

Balance of Yard Change By
P.T. Co. Contractor (Not Shown)

Engine Ho.

Shift 185 T.F. of Interchange
and Relocate 514' T.F
Retire 10' T.F.

Relocate 2525' Crossover

S.E. STEPHENS

LEGEND

Red Shows New Work
Yellow Shows Shift or Retire
Shows S.P. Co. Property Line
Shows P.T. Co. Property Line
Shows Hwy Easement Line

OREGON DIV'N.

DRAWING PA 380

SHEET NO.

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
MAIN LINE

EAST PORTLAND

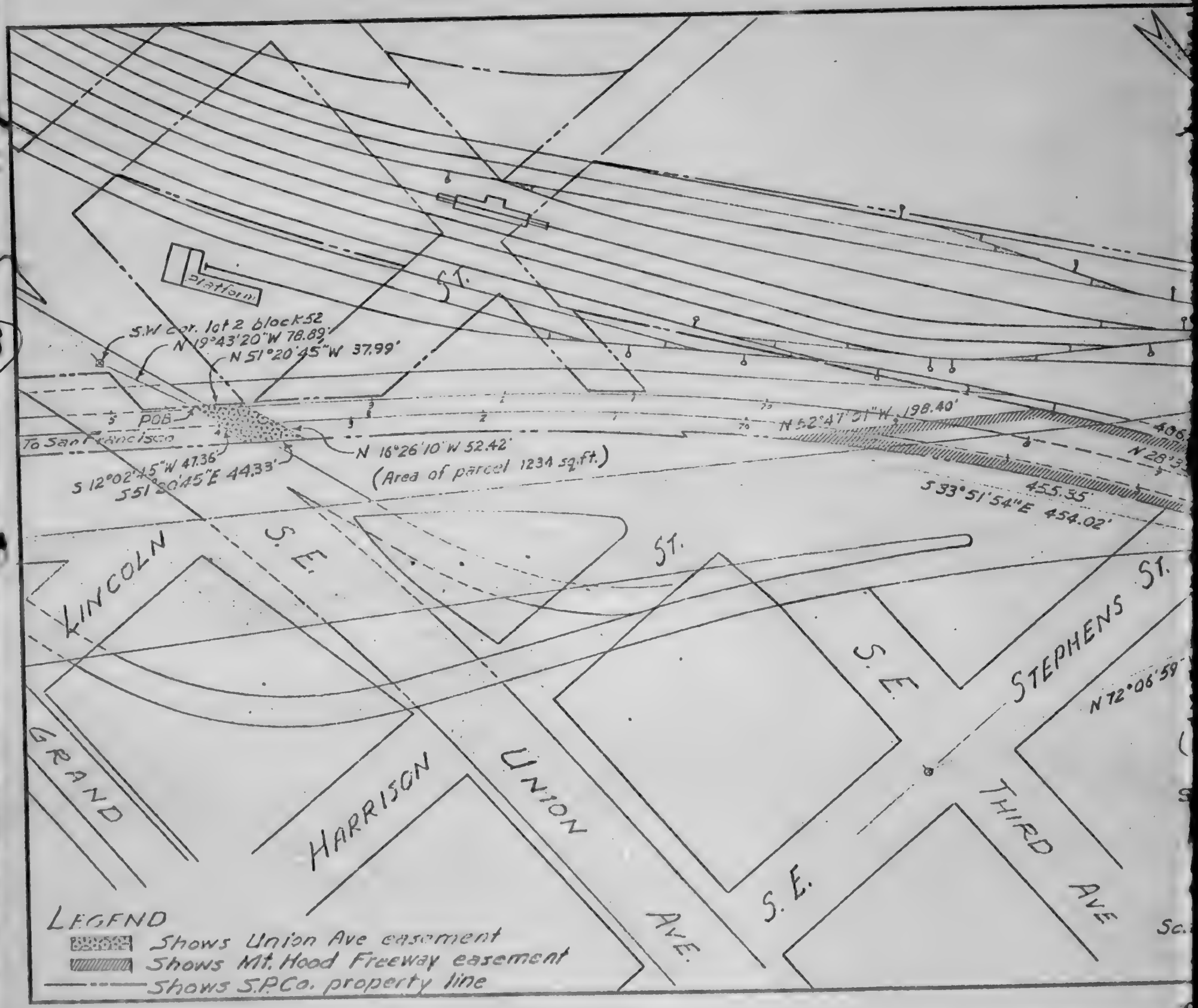
Relocate Cross-over and Interchange Track

Scale 1"=100 Dec July 25, 1956

Rev Aug. 25, 1956

Work
ift or Retire
roperty Line
operty Line
lement Line

DRAWER


Platform
S.W cor. lot 2 block 52
N 19°43'20"W 78.89'
N 51°20'45"W 37.99'
POB
To San Francisco
S 12°02'45"W 47.36'
S 51°20'45"E 44.33'
N 16°26'10"W 52.42'
(Area of parcel 1234 sq.ft.)
N 52°41'51"W 198.40'
S 33°51'54"E 454.02'
455.35
406.
N 28°3
N 72°06'59"
KINCOLN
S.E.
ST.
STEPHENS ST.
GRAND
HARRISON
UNION
AVE.
S.E.
THIRD AVE
Sc.
LEGEND
Shows Union Ave easement
Shows Mt. Hood Freeway easement
Shows S.P.Co. property line

OREGON DIV'N.

DRAWING A-3023

SHEET NO.

N 52°47'31"W 198.40'

406.20'

N 28°35'18"W

405.43'

S 33°51'54"E 454.02'

455.35

S 45°E 140.01

To Portland

ST.

STEPHENS ST.

S.E.

UNION AVE.

S.E.

THIRD AVE

N 72°06'59"W 361.47'

Point of beginning

(Area 0.48 Acres ±)

0"W 52.42'

of parcel 1234 sq.ft.)

ment

easement

line

SOUTHERN PACIFIC COMPANY

PACIFIC LINES

MAIN LINE

EAST PORTLAND

Easement for overcrossings

State of Oregon

Scale 1"=100' LGH June 17, 1966

DLC Rev. July 22 1966

DRAWER

Form F-368—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required
NOV 2 1966
OCT 27 1966
Title U.S. Bureau of Public Roads

G1-p

Project Name East Marquam Interchange Unit, East Bank Freeway Date November 1, 1966

Highway Pacific Contract No. 6772

County Multnomah Prefix 626-1059

Contractor E. Carl Schiewe F. A. Project No. I-5-6(58)301

Address 1024 N.E. Davis St., Portland, Oregon 97232 Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Extend 3/4" conduit from North Dock to P.G.E. pole approximately 80 ft. Southwest. Mount weatherhead, power supply conduit, circuit breaker box and meterbase on pole.
1. Equipment rental rates shall be in accordance with State AGC Agreement.
2. Percentages allowable to contractor in accordance with executed contract for this project.

Location by station numbers:
"C" 444+32

Estimate of quantities and cost:

Materials	$210.00
Labor	60.00
Equipment	30.00
Total	$300.00

RECEIVED
NOV 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Electrical work necessary to carry electrical circuits to power supply. Work performed by direction of the Metropolitan Engineer and approval received by BPR October 12, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$478,900.68
Present estimate of project cost, including $300.00 for work under this order	$484,559.06
Expected under-run/over-run amount	$5,658.38
Expected under-run/over-run per cent	1.18%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. E. Shotwell, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or for Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Office Engineer.

SP*22877-724

Approved 11-22-66

FORM E-123X 50M 6-62

RECEIVED
OCT 17 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
VALE
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 14, 1966

Portland Traction Company
1800 SE Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. P.A. Adams

Re: Construction of Office for Star Forwarders, Inc. (Flynn Forwarding Company)
East Marquam Interchange Unit
East Bank Freeway Section
Pacific Highway - Multnomah County
Contract No. 6772
Project No. I-5-6 (58) 301
Right of Way File No. 28365

Gentlemen:

Your request to construct an office for the Star Forwarders, Inc. in their new location, which is the remodeled Atlantic and Pacific Shippers Building, has been reviewed at great length by the State and the Bureau of Public Roads.

We must deny your request for this additional work for the following reasons:

1) The Flynn Forwarding Company, presently occupied by Star, is not considered operating property, and cannot be reconstituted in accordance with PPM 30-3, but must be handled as a right of way matter under PPM 21-4.1.

2) The cost of performing this additional work, coupled with the remodeling of the former A & P Building for Star Forwarders, Inc., exceeds the depreciated value of the Flynn Forwarding Warehouse.

3) No credit was taken by the State for the extended service life on the new buildings built for Portland Traction Company.

4) The agreement between the Portland Traction Company and the State, dated December 14, 1965, states that the railroad was to provide architectural plans and specifications for major building construction and rearrangement; which construction and rearrangement was to be performed to the satisfaction of the railroad, under a contract to be awarded by the State and at the expense of the State. This has been done, and the phrase "to the satisfaction of railroad" merely applies to the quality of workmanship in the construction work, not in the scope and extent

NOTED
R. L. PORTER

of the work to be performed. This does not allow the railroad to make subsequent indiscriminate additions or amendments after the plans were originally drawn and approved by the State and the railroad.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: Southern Pacific Co. - Portland - ATTENTION: Mr. E.A. Kendrew
R.L. Porter
F.B. Klaboe
I.D. Merchant
L.H. Young
D.H. Moehring
A.E. Johnson
Robert Shotwell
Jack Hesla

RECEIVED
OCT 6 - 1966

Form CO-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 4, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(58)301 - Contract No. 6772
Additional Work in the Old Atlantic and Pacific Shippers Building for Portland Traction Company
Requested by Mr. Litchfield's Letter of 9-23-66

A review of our files indicates that we cannot participate in the building of another office for Flynn Forwarding in the old A & P Building at a cost of $6,325, as requested in Mr. Litchfield's letter dated September 23, 1966. The following reasons are why we cannot approve this work:

1. In our January 28, 1965 memorandum on Project I-5-6(14)301 we advised you that the Portland Traction office building and the A & P warehouse may be treated under PPM 30-3, but that the Flynn Forwarding and Pioneer warehouses came under PPM 21-4.1. Therefore, the alterations to the old A & P warehouse, which will be utilized by Flynn Forwarding would still come under PPM 21-4.1.

2. The depreciated value of the Flynn warehouse, as estimated from the appraisal of A. Burnett, is $18,720. The estimate to make alterations to this building was set forth in Southern Pacific's letter of September 27, 1965 (probably September 7, 1965) as $8,958 to alter the A & P building for the Flynn people, $7,841 to fireproof the structure, and a portion of $6,500 for removal. This cost exceeds the depreciated value of the Flynn warehouse. Furthermore, these figures are probably low because Architect Mark's estimate to make all building alterations was $236,606, but the actual contract cost was $396,689.50.

NOTED
F. R. KLOBOE

3. No credit was taken for the extended service life on the new buildings built for Portland Traction Company.

(more)

10-6-66
REFERRED TO
Litchfield - Merchant - Young - Morgan - Mocking
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4. Under the above circumstances, the obligation for replacement of the function does not necessarily hold as outlined in Mr. Litchfield's memorandum, and participation in the added cost is not approved.

Form E-306—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

SEP 15 1966

G 1-P

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name East Marquam Interchange Unit, East Bank Freeway Date September 29, 1966

Highway Pacific Contract No. 6772

County Multnomah Prefix 626-1059

Contractor E. Carl Schiewe F. A. Project No. I-5-6(58)301

Address 1024 N.E. Davis Street, Portland, Oregon 97232 Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

A. Install 220V outlet in Portland Traction Co. Office.
B. Replace impaired clearance sign and light on new east wall of the old P&A Building.

1. Equipment rental rates shall be in accordance with State AGC Agreement.
2. Percentages allowable to contractor in accordance with executed contract for this project.

Location by station numbers:

A. In Portland Traction Co. Building.

B. In Pacific & Atlantic Shippers Building.

Estimate of quantities and cost:

A.	Materials & Labor -	$ 50.00
B.	Materials & Labor -	75.00
	Total	$125.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

A. An omission on the plans requires an addition of an 200V outlet for the new PTC Office for use of a duplicating machine that has been moved from the old office.
B. Demolition of the East Wall of the old Pacific & Atlantic Building requires replacement of lighted "Impaired Clearance" Sign to meet PUC requirements.

No work has been performed. Prior BPR approval received.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$478,900.68
Present estimate of project cost, including $125.00 for work under this order	$484,184.06
Expected over-run amount	$ 5,283.38
Expected over-run per cent	1.10

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. S. Shotwell, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Assistant Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer. Assistant for Office Engineer.

State Printing

RECEIVED
SEP 30 1966
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND

I-5-6(58)301

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 23, 1966

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. J. Irelan

Re: Water Meter for 6" Water Line Relocation
Portland Traction Company Building Relocation
E. Marquam Interchange Section
Multnomah County
Project No. I-5-6(58)301 - Contract No. 6772

NOTED
F. B. KLABOE

Gentlemen:

Mr. E. L. Hardt's letter of September 9, 1966 authorized PGE to purchase the above-captioned 6" water meter. You are now authorized by the State and the Bureau of Public Roads to connect this meter to the City's system as of September 20, 1966.

Inasmuch as you do not have the proper manpower or equipment to perform this type of work, we understand it will be performed by the City of Portland Water Bureau forces in connection with their construction of the concrete vault on S. E. Water Avenue.

Reimbursement for the actual cost of the water meter purchased subsequent to September 9, 1966 will be made subject to provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: City of Portland
Bureau of Water Works
City Hall, Room 100
Portland, Oregon 97204
ATTN: Mr. H. K. Anderson

A. W. Parsons
F. B. Klaboe
L. H. Young
C. H. Maison
A. E. Johnson
Robert Shotwell
Jack Hesla

RECEIVED
SEP 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 23 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(58)301

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 23, 1966

NOTED
R. L. PHILLIPS

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Additional Work for Portland Traction Company
E. Marquam Interchange Unit
East Bank Freeway Section
Pacific Highway - Multnomah County
Contract No. 6772
Project No. I-5-6(58)301

Dear Sir:

As part of the above-captioned project, the Flynn Forwarding Company is moving to the portion of the old Atlantic and Pacific Shippers Building which remains at the west end of S. E. Clay Street. It has been brought to our attention by the Traction Company that the plans as proposed do not replace the office of the Flynn Forwarding Company so that it will perform the same function in the new location as it does in the existing location.

The original plans for this project provide no office space on the first floor of the old A & P Building since it was assumed, apparently, that Flynn Forwarding would occupy the second floor office of the old A & P Building after it had been vacated. It was later proposed that the old A & P office be remodeled to make it suitable for new tenants. The railroad proposed that the old A & P office be heated and fireproofed. This was investigated by our Metropolitan Division, and it was found that the Fire Marshal did not require fireproofing of such an office under these conditions. It was further pointed out that the Traction Company, before the Highway Department had rearranged these building facilities, had three freight forwarding offices, two of them unheated. At the present time, excluding the existing office occupied by Flynn Forwarding Company which will soon be demolished, the Traction Company has the same number of freight offices, but only one is unheated. On this basis, the State rejected the Traction Company's proposal to fireproof and heat the old A & P office for Flynn's use.

The situation has now been more thoroughly investigated by both the railroad and the State and it has been found that a second story office in Flynn's new location will be unsatisfactory, since it will not replace the function of a first floor office in their existing location. It has now been proposed that a new

office be constructed on the first floor of the old A & P Building, which has now been remodeled as a warehouse for Flynn's use, as shown on the attached drawings. A review of the situation in point reveals that the existing first floor office of the Flynn Company performs several functions which a second floor office cannot possibly perform. (1) Flynn now employs a Manager and a Secretary, which occupy their existing location. The Secretary, in addition to her secretarial and clerical duties, is charged with the responsibility of observing the operations on the loading dock and to dispatch the truck drivers' invoices as shipments are handled in the warehouse. (2) This serves as a dispatcher's office and eliminates the need for a "doghouse", such as the one used by A & P Shippers.

From the upstairs office in the old A & P Building it is physically impossible to view the loading dock, since there are a truss system, a ceiling and two walls separating the office from the main floor of the building. If such an office were established in the upstairs of the A & P Building, it would be necessary for Flynn to hire a dispatcher to operate on the first floor and to construct a small "doghouse" from which he could work. This is unacceptable to Flynn, and it appears to us that we have no alternative but to reconstruct an office in a similar position to that which now exists. A plan of this office has been prepared by Mr. Raymond O. Marks, Architect, dated September 2, 1966, and is attached.

It is our belief that Portland Traction Company will be willing to install the heating unit in the new office at their cost if the State will construct such an office as proposed in Mr. Marks' drawing. The estimated total cost of this work is $6,325.

In the course of negotiations with the Traction Company they were asked if the Flynn Forwarding Company could be moved to the unoccupied office wing in the new A&P Building instead of to the old A & P Building. The railroad stated that this was unacceptable because the rental for this office is more than Flynn would be willing to pay, and that the railroad has another tenant in mind for these quarters.

In a discussion with Mr. Sollis, of our Legal Section, he advised me that it was the State's obligation to replace the function of the old facilities in their new location. It appears in this case that we will be required to construct this new office as proposed on the first floor of the old A & P Building for Flynn's use,

and we ask your approval and authorization to proceed with the construction of the plan as submitted herewith dated September 2, 1966.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachments

cc: R. L. Porter
F. B. Klaboe
I. D. Merchant
A. E. Johnson
Robert Shotwell
Jack Hesla

RECEIVED
SEP 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 22 1966
FOR FILING

Form CO-121 (11-63) (Prec. by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

6772

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 20, 1966

In reply refer to: 08-35-EC

SUBJECT: Oregon Project I-5-6(58)301
Portland Traction Company Building Relocation
PGE Waterline Conflict

Mr. Litchfield's September 15 letter covers additional work to be added to the subject project not previously foreseen. In accordance with our May 25 and July 1 memorandums, we hereby approve the replacement of the existing six-inch water meter for the reasons stated in the aforementioned letter.

This project should be credited with any salvage obtained from the old meter.

You are authorized to proceed with this additional work effective this date.

REFERRED TO
Litchfield - Young
BY ASST. STATE HWY. ENGR.
9-22-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X SOH 4-62

RECEIVED
SEP 16 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
VASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-1(58)301
6772

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 15, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Water Meter for 6" Water Line Relocation
Portland Traction Company Building Relocation
E. Marquam Interchange Section
Multnomah County
Project No. I-5-6(58)301
Contract No. 6772

Dear Sir:

It was agreed in the exchange of correspondence consisting of our letter of May 18, 1966 and your letter of May 25, 1966 that it would be in the public interest to relocate PGE's 6-inch water line down Water Avenue. This removes all lines from future construction and will reflect a savings in future contracts.

Investigation by the City reveals that PGE's existing 6-inch water meter has an indefinite life in its present location. However, it is the City's experience that these meters cannot be moved without leaking or requiring repairs; therefore, the City refuses to install it in their system in the new location because it is no longer manufactured and repair parts are not available. The cost of fabricating parts would be excessive and the time element very undesirable. Attached you will find one copy of the City's letter dated September 9, 1966 advising the State of these facts.

Since the meter is functioning in its present location with an indefinite life expectancy, and the State is required to replace the function of the water main, we feel it is the State's obligation to replace the meter with a new one at a cost of $1,922.00. The existing meter will become the property of the State. We are now investigating its salvage value.

This matter was discussed with Jack Sollis of our Legal Section, and it was his opinion that the State is obligated to replace the meter under these circumstances.

Your approval of this additional work as evidenced above and authorization to proceed under the provisions of PPM 30-4 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

Attachment
PGP:bjm

cc: F. B. Klaboe
V. L. Gallagher (2)

Form E-208—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are not available
Aug 31 1966
Title U.S. Bureau of Public Roads

Project Name East Marquam Interchange Unit, East Bank Freeway Date September 13, 1966

Highway Pacific Contract No. 6772

County Multnomah Prefix 626-1059

Contractor E. Carl Schiewe F. A. Project No. I-5-6(58)301

Address 1024 N. E. Davis Street, Portland, Ore. 97232 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

1. Furnish and install one 4' x 4' square 16-gage black iron tapered hood approximately 6' tall connected to an existing fan over forge.
2. Furnish and install one sheet metal sleeve and ring connected to existing toilet room vent.

Location by station numbers:

Portland Traction Co. Engine House.

RECEIVED
OCT 1966
OFFICE OF

Estimate of quantities and cost:

Furnish and Install Forge Hood

Materials	$120.00
Labor	120.00
Total	$240.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work made necessary by the demolition of the building which formerly housed the forge. No provisions for venting forge to ceiling vent were provided for on the plans. Prior approval by the BPR given.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$478,900.68	
Present estimate of project cost, including $ 240.00 for work under this order	$474,459.06	
Expected under-run amount	$ 4,441.62	
Expected under-run per cent	0.93%	

Submitted by: /s/ R. Shotwell, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or for Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Division Engineer
Assistant

Approved: /s/ L. H. Young, State Highway Engineer or Office Engineer.

SP*0201-734

young 10-4-66

RECEIVED
AUG 16 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

6772

August 12, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Restoration of Water Service to
Portland Traction Company Engine House
East Marquam Interchange Section
Pacific Highway - Multnomah County
Project No. I-5-6(14)301

Dear Sir:

As a portion of the re-establishment of the water system to the Portland General Electric Company and Portland Traction Company office building, it will be necessary to sever the existing water supply to the Portland Traction Company engine house which is the building located immediately southeasterly of the new Portland Traction Company office building.

Mr. Ed Hardt, Assistant Metropolitan Engineer, brought this matter to our attention on August 10, 1966 and in discussions with the undersigned and Mr. Girvin of your office, it was agreed that this work will be performed as an item of extra work by our contractor as a portion of our Contract No. 6772. It is understood that we were authorized to proceed with this work as of August 10, 1966, and that Federal reimbursement will be based upon work performed on or subsequent to that date.

This work is included in the agreement with the railroad on Page 2 under item 3(c) and under item (c) in Exhibit "A". This item set up $6,000 to provide utility service to new and rearranged buildings. Inasmuch as the rearrangement of water lines to adjacent buildings necessitated the rearrangement of water service to this building, this is a logical and proper charge against the project.

TWL:fp
cc F. B. Klaboe
L. H. Young
C. H. Maison
A. E. Johnson
Jack Hesla

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
AUG 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 15 1966
FOR FILING

FORM E-30X 50M 2-66 SP°28500-734

7.C.1(x)3

6772

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
August 10, 1966

MEMO TO THE FILE

To:

SUBJECT: Portland Traction Company
Building Relocation
Contract: 6772

On August 10, Phil Adams, of the Portland Traction Company, called regarding access to the south loading dock. The Traction Company has received a bid for moving the small office building at Fourth and Caruthers, and according to Mr. Adams, "the price is so exorbitant that I won't even forward it to you". On further questioning, he told me the price was $4,500.

Mr. Adams told me that he had gotten together with Mack Edwards, owner of the property abutting Sherman and Caruthers, and had worked out the access question. The Railroad is content to pave along the east line of Fourth Avenue per the contract plans, with the addition of an asphalt curb placed two feet from the building in order to protect it from trucks. This will give the Railroad a 17-foot opening onto Caruthers Street. Mr. Adams told me we could proceed on this basis.

NOTED
TOM EDWARDS

I called Bill Lind, City Engineer's Office, to verify the above road location. He reported that this met with his approval, and stated that the curb could be made of asphalt at least seven inches high in order to keep trucks away from the office building.

I called Shotwell's office (George Bennett) and instructed him to proceed with laying grades for the access road between Sherman and Caruthers Streets.

A. E. Johnson
Metropolitan Engineer

By

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:sh
cc Mr. William Lind
Mr. Phil Adams
Mr. Ernie Kendrew

bc Tom Edwards
Ivan D. Marchant
Robert Shotwell
James Don

RECEIVED
AUG 15 1966
FOR FILING

FORM E-30X—60M—2-66 SP 23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

August 3, 1966

3-5 G (5.1)

6772

MEMO TO THE FILE

To:

SUBJECT: Portland Traction Company
Building Relocation
Contract: 6772

The latter part of June, this office was contacted by Mr. Phil Adams, of the Portland Traction Company, concerning a complaint from Mr. Morris, of Morris, Beggs & Simpson, on behalf of their client Mr. Mack Edwards, property owner, and Risberg Company, lessee, renters of an industrial building located at S. E. Fourth Avenue and Caruthers Street.

Included in the subject contract is provision for paving the easterly 20 feet of S. E. Fourth Avenue southerly to Caruthers Street for ingress and egress to the southerly loading dock being constructed for the Portland Traction Company.

I talked with Mr. Morris, who explained that there were certain rights accruing to Risberg Company operating on the Edwards' property and that use by the Portland Traction Company of S. W. Fourth Avenue adjacent to the building would interfere with their operations. It seems that about five or six years ago there were some verbal agreements made between the Traction Company and either Mr. Edwards or Risberg Company, with the conclusion that Risberg Company has certain rights and was under the impression that they were permitted to use all of Sherman Street for cross parking for loading and unloading, et cetera.

As a result, a meeting was held on Wednesday, July 13, which meeting has previously been covered by a Memo to the File written by Mr. Edward L. Hardt. Subsequently, it was agreed by the railroad and Mr. Hardt that the most logical access would be by S. W. Fourth Avenue to Sherman Street, and Sherman Street to Grand Avenue.

On Wednesday, July 27, Mr. Edwards called and protested on the use of Sherman Street and proposed cutting across all of the Portland Traction Company and Southern Pacific Railroad Company tracks to the Portland General Electric Company private roadway, or paving over the Railroad tracks on the westerly side of S. W. Fourth Avenue in order to avoid being close to the Risberg buildings. I told Mr. Edwards that the Railroad Company had estimated that paving over the tracks, et cetera, would involve an estimated cost of $25,000, and since the Highway Department was paying for the paving of the street, this additional cost could hardly be justified. Mr. Edwards later called and stated that he had contacted Mr. George Baker, General Manager of Union Pacific Railroad Company, and had arranged for a meeting the early part of the following week.

On Monday, August 1, Mr. Hardt and I attended a meeting at the Portland Traction Company office where we met with Mr. Mack Edwards, Mr. George Baker, Union Pacific Railroad, Mr. Ernie Kendrew, Southern Pacific Railroad, and Messrs. Phil Adams, Fred Schlaff and John Meeker, all of Portland Traction Company. Mr. Edwards and Mr. Baker indicated they had a plan which would work and provide access for the Traction Company on S. W. Fourth Avenue. Instead of using S. W. Sherman Street, they propose to use S. W. Fourth Avenue and indicated that the City Engineers Office, through Mr. Lind, had approved the use of the easterly portion provided an asphalt curb was constructed along the Risberg building and the office building, which are constructed on the property line, which curb would be three feet from the property line. There is a power pole in the area of S. W. Fourth Avenue and there is 19 feet of clearance between the power pole and the buildings. With the curb, this would provide a 16 feet access. Since the Railroad indicated this would be a rather tight access, they proposed that the small office building owned by Mr. Edwards, which effupies the corner of S. W. Fourth Avenue and Caruthers Street, be moved easterly as close as possible to an adjacent building, City Code permitting, which would provide a 19 foot clear access for the Traction Company.

Mr. Baker stated that since all of this was caused by the Highway Department's construction of the Marquam Bridge and approaches, we should pay the cost of moving the building. I indicated that I did not think we could justify expenditure of Highway funds for moving of a private building that did not

occupy street area and is consistent with current building codes. I reminded them that Sherman Street is a dedicated street and should be available for use by the Traction Company. I also indicated that since there seemed to be some vague previous agreements between Portland Traction Company and Mr. Edwards regarding the use of Sherman Street, it would appear that the matter of access should be solved by Mr. Edwards and the Railroad. I did agree to submit for consideration the proposition of moving the small office building upon receipt of estimates from Portland Traction Company. This will be submitted at a later date.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc Tom Edwards
Ivan D. Merchant
Robert Shotwell
Jack Neala

NOTED
TOM EDWARDS

RECEIVED
STATE

RECEIVED
AUG 5 - 1966

I 5-6(58)301
CHESTER J. IRELAN
6772

PORTLAND GENERAL ELECTRIC COMPANY
ELECTRIC BUILDING
PORTLAND 5, OREGON

July 26, 1966

RE: Relocation of Water Line
Portland Traction Co. Building
Relocation
E. Marquam Interchange Section
Multnomah County
Project No. 1-5-6(58)301

Mr. Ted Litchfield
Utilities Liaison Engineer
State Highway Department
Salem, Oregon 97310

NOTED
F.B. KLABOE

Dear Mr. Litchfield:

Thank you for your letter dated July 18, 1966 relative to the relocation of water pipe line near the East ramps of the Marquam Bridge.

We approve of the plan outlined in your letter and would like to have your contractor make the installation.

RECEIVED
AUG 3 1966
STATE HIGHWAY ENGINEER

Very truly yours,

Chester J. Irelan
Manager, Claims and Land

js

Copies to:

AW Parsons
FB Klaboe
LH Young
CM Maison
AE Johnson
Robt. Shotwell
Jack Hicks
FD Morgan

8-2-66
I

Routing
Morgan
Decker
Bond
Barboo
Walker
Glenn
Swan
Pearce
Morelock
Trout
Scott
Wills
Litchfield I
Olson
RECEIVED
JUL 27 1966
CONSTRUCTION
DIVISION

RECEIVED
JUL 22 1966
FOR FILING
I-5-6(58) 301
6772
OFFICE OF CITY AUDITOR

RAY SMITH
CITY AUDITOR

CITY OF PORTLAND
OREGON

July 20, 1966

Klabo

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

The City of Portland by Resolution No. 29837 has initiated proceedings for the vacation of a certain portion of S. E. 3rd Avenue.

The matter will come before the City Council for its consideration at 9:30 A.M., Wednesday, August 24, 1966. A copy of the resolution together with a map showing the proposed vacation are enclosed for your convenience.

Yours very truly,

Auditor of the City of Portland

JH:sjt
Encls.

copy to
C. J. Irelan
7-28-66

morgan
handling
7-22-66

REFERRED TO

By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
JUL 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 21 1966
OREGON
STATE HIGHWAY COMMISSION

RESOLUTION NO. 29837

WHEREAS, it appears to the Council that proceedings should be taken pursuant to O.R.S. 271.130 for the vacation of a certain portion of S.E. Third Avenue, in the corporate limits of the City of Portland, County of Multnomah, and State of Oregon, now therefore, be it

RESOLVED, that proceedings be and they are hereby initiated by the Council of the City of Portland, Oregon, for the vacation of the above-mentioned street, hereinafter described; that the City Auditor be and he is hereby directed to give notice as provided by law for such vacation and the City Engineer is hereby directed to interview the abutting property owners and obtain from them their consent to such vacation, if they are willing to give it, such consent to be in writing and acknowledged before a Notary Public and to be filed with the City Auditor; that 9:30 o'clock a.m., Wednesday AUG 24 1966 in the Council Chamber of the City Hall, Portland, Oregon, be and the same is hereby fixed as the time and place for a hearing upon the contemplated vacation of said street area and upon all objections, remonstrances and/or claims for damages that may be presented and filed with the City Auditor prior to that time; that the contemplated use of said street area in the event of such vacation shall be to provide property for Portland General Electric facilities which are to be relocated in connection with construction of the East-Marquam Interchange Section of the Pacific Highway; that a particular description of said street contemplated for vacation is as follows:

S.E. Third Avenue, lying between the north line of S.E. Grant Street and the south line of S.E. Lincoln Street.

Adopted by the Council JUL 20 1966

Auditor of the City of Portland

Com'r Bowes
WAH:jr
7-5-66

Copy to C. J. Ireland P.W.E. 7-28-66

S.E. MILL ST.

S.E. STEPHENS ST.

S.E. HARRISON ST.

S.E. DIVISION ST.

S.E. LINCOLN

S.E. GRANT

S.E. FIRST

S.E. CARUTHERS

A. D. STEPHENS

43

44

45

14

27

24

13

28

33

48

52

20

51

Vacated

1170'

1100'

1030'

copy to
C.G. Nelson
P.G.E.
7-28-66

FORM S-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUL 21 1966
FOR FILING

I-5-6(58)13
6272

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 18, 1966

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. J. Irelan

Re: Relocation of Water Line
Portland Traction Co. Building Relocation
E. Marquam Interchange Section
Multnomah County
Project No. I-5-6(58)301

Gentlemen:

This is in reply to your letters of May 3 and April 8, 1966 in which you discuss the conflict of your water main serving Station "L" steam generating plant with the construction of the Atlantic and Pacific Shippers Warehouse on the above-captioned contract.

In your letter of May 3 you object to the method the State used in relocating your 6-inch water main which was in conflict with the construction of the new A & P Building. The work at that time was performed only as a temporary measure until a suitable plan for the final adjustment of this water line could be negotiated with your company and the Portland Traction Company.

Since that time, we have developed a plan which I am sure you will find satisfactory, since it will remove the need for this 6-inch water main to cross the railroad yards. We have arranged for the City to extend their existing 8-inch main southerly on Water Avenue from Clay Street to the south line of Market Street. It is our understanding this work will be performed at City expense, and will terminate with the installation of a meter at this point. A 6-inch line will be carried from that meter southerly approximately 180 feet and connect to the existing 6-inch water main which runs along the easterly edge of your property in this area. The service to the garage building will be tapped into this line. A second meter will be installed from which the new Portland Traction Company office building will be served by means of a separate 1-1/2 inch main. This will be installed east of and parallel to your new 6-inch main.

NOTED
F. B. LABOR

The installation of the water meter is normally charged to the customer; however, since the State is forcing this change in your service, the State will bear this charge to be made by the City. The cost of the installation of the 6-inch water

main will also be borne by the State. The installation work may be performed by either the State or your forces. Inasmuch as we have a contractor on the site who will be installing water mains in the area for the Portland Traction Company, we suggest that this 6-inch main be installed by our contractor; however, we request that you have your inspectors on hand to assist in locating existing pipes and to approve the new work as it is performed by our contractor.

Your approval of this plan and advice as to whether you prefer PGE forces or our contractor to make this installation are solicited.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: Portland General Electric Company
ATTENTION: Mr. R. D. Palmer

A. W. Parsons

F. B. Klaboe
L. H. Young
C. H. Maison
A. E. Johnson
Robert Shotwell
Jack Hesla

RECEIVED
JUL 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1966
FOR FILING

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

I 5 6(56)201
6772

B. J. LINDSTEDT
CHIEF OF OPERATIONS
NORMAN R. DRULARD, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON

July 15, 1966

Mr. Forrest Cooper, State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe

Dear Sir:

By letter to Commissioner Bowes, dated June 7, 1966, you requested that the City Initiate the vacation of S.E. Third Avenue from S.E. Grant Street to S.E. Lincoln Street. A resolution initiating the proceedings has been prepared and has been forwarded to Commissioner Bowes for presentation to and adoption by the Council.

The State Highway Department will be notified by the Auditor of the date of hearing after it has been set.

Very truly yours,

N. R. DRULARD

City Engineer

WAH:bc

copies REFERRED TO C. J. Urdan, P.E. & E. Young - Morgan BY ASST. STATE HWY. ENGR. 7-22-66

cpy to C. J. Urdan 7-28-66

RECEIVED
JUL 21 1966
OREGON
STATE HIGHWAY COMMISSION

June 7, 1966

Mr. William A. Bowes
Commissioner
Department of Public Works
City of Portland, Oregon

re: Vacation of a portion of S.E. 3rd Avenue
City of Portland
E. Marquam Interchange Section
Pacific Highway - Multnomah County

Dear Mr. Bowes:

To accommodate the ramps of the Marquam Bridge on the east side of the Willamette River, it is necessary to relocate certain tracks of the Portland Traction Company. This in turn requires Portland General Electric Company to relocate two of its steel towers that support electric transmission lines.

The two steel towers are now located on Portland General Electric Company property. One of the towers will have to be moved into S. E. Third Avenue, between S. E. Lincoln Street and S. E. Grant Street. We understand this part of S. E. Third Avenue has never been used as a public street.

Portland General Electric Company owns the abutting property on both sides of S. E. Third Avenue between S. E. Lincoln Street and S. E. Grant Street.

Portland General Electric Company does not want to move its tower from private property to a public street.

It will be advantageous to both the power company and to the State of Oregon to have the above described part of S. E. Third Avenue vacated by the Portland City Council.

The State Highway Department respectfully requests the City Council to initiate the proper proceedings to vacate S. E. Third Avenue between S. E. Lincoln Street and S. E. Grant Street.

Appreciating your aid in this matter we remain,

Very truly yours,

FORREST COOPER
State Highway Engineer

By
F. B. KLABOE
Asst. State Highway Engineer

FBK:JLS:ja

cc: Portland General Electric Co.
Electric Building - Portland
Attn: Mr. Chester J. Irelan

T. W. Li[illegible]field
G. E. Roh[illegible]
Jack L. Sullis

FORM H-30 6OM 8-65 SP*6470-784

RECEIVED
JUL 20 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
July 14, 1966

To: MEMO TO THE FILES
6772

SUBJECT: Access Road for South
Load Dock
East Marquam Interchange
Building Relocation
Contract: 6772

On July 13, a meeting was held at the site of the access road for the south loading dock, which is being built as part of the subject contract, to determine the best location for this access road.

The following were in attendance:

A. E. Johnson	-	Oregon State Highway Dept.
E. L. Hardt	-	Oregon State Highway Dept.
R. E. Shotwell	-	Oregon State Highway Dept.
Jack Hesla	-	Oregon State Highway Dept.
John Meeker	-	Portland Traction Company
H. K. Koberstein	-	Southern Pacific Railroad
E. A. Kendrew	-	Southern Pacific Railroad
Ray O. Marks	-	Architect
Bill Lind	-	City of Portland
Ray Simms	-	City of Portland
Mr. Norris	-	Norris Beggs & Simpson Realtors
Mc Edwards	-	Owns property on which the Risberg Trucking Building is located

This meeting was a result of inquires by Mr. Norris regarding the development of S. W. Fourth Avenue. Our plans as prepared by the Railroad through Mr. Marks show a 20 ft. paved strip located on the east property line of S. W. Fourth Avenue. Mr. Norris and Mr. Edwards feel that this location for the pavement would adversely affect Mr. Edward's property, and they had requested that alternate locations be investigated.

After considerable discussion, two (2) alternate locations for the access road were developed:

NOTED
TOM EDWARDS

NOTED
E. L. HARDT

1) A location on the Fourth Avenue R/W lying somewhere near the center of the R/W. This would be acceptable to the adjacent property owner, but would involve laying pavement over Portland Traction Company trackage which is considered not good practice by them.

2) A location lying under the Union Avenue Viaduct on State Highway R/W to a point where the dedicated R/W for S. E. Grant Street could be utilized with an exit onto S. E. Grand Avenue at a location slightly south of the Southern Pacific Crossing. This would involve legal problems of locating a city street on State R/W; would mean that the City of Portland's repository for junked automobiles would have to be moved; it would mean that the City of Portland would probably require curbs and drainage to be installed on the Grant Street R/W; and the entrance onto Grand Avenue due to the proximity of the Railroad's mainline crossing and the intersection of S. E. Division Street would be a hazardous one traffic-wise.

It was determined that Mr. Lind of the City Engineer's office would investigate the problems connected with Route No. 2 as listed above and would report back to Mr. Johnson.

On July 14, Mr. Lind reported that the City of Portland would require that the access road be built on the S. W. Fourth Avenue R/W as described as Route No. 1 above. He will write Mr. Johnson a letter explaining the City's reasons for this decision.

A. E. Johnson
Metropolitan Engineer

By: Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:dm

cc: Mr. Ivan D. Merchant
Mr. Robert Shotwell
Mr. James Don
Mr. Jack Hesla
Mr. Tom Edwards
Mr. F. B. Klaboe

RECEIVED
JUL 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-188

RECEIVED
JUL 12 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEM

I-5-6(58)
301

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N.E. Glisan
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 7, 1966

Mr. P. A. Adams
Superintendent
Portland Traction Company
1015 S. E. Water Avenue
Portland, Oregon

re: East Marquam Interchange

Dear Mr. Adams:

On March 23, 1966, I wrote you regarding our proposed off-ramp from the freeway in Southeast Portland, which would cross Portland Traction Company tracks at S. E. Yamhill Street, and requested that consideration be given to eliminating that portion of the tracks north of the south property line of S. E. Yamhill Street.

At the present time, we are contemplating opening the ramp in October, and in order that we may complete our planning, we would appreciate an answer to our request.

Very truly yours,

Original signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

NOTED
F. B. KLABOE

AEJ:sh

cc Mr. E. A. Kendrew

bc F. B. Klaboe
Ivan D. Merchant
F. D. Morgan
Robert Shotwell
Dennis Peterson

RECEIVED
JUL 7 1966

I-5-6(58)301

Form DOT-(2) (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6772

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 1, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
Division Engineer

SUBJECT: Oregon Project I-5-6(58)301
Portland Traction Co. Building Relocation
Portland General Electric Waterline Conflict

We approved Extra Work Order No. 1 for the subject project effective April 26, 1966 which provided for relocation of a Portland General Electric waterline because of railroad track construction.

Mr. Litchfield's May 18 letter requested our approval of a change in plan for an extension of the Water Avenue service at a slightly higher cost. Also approval was requested for a temporary rerouting of this line where it conflicts with the new A&P Shippers Building.

Our May 25 memorandum concurred in the change in plan subject to IM 30-2-66, and requested an estimate of the temporary rerouting. This estimate was furnished with Mr. Preston's June 18 letter and we are now in a position to approve this action.

REFERRED TO
Litchfield - Young
BY ASST. STATE HWY. ENGR.
7-7-66

RECEIVED
JUL 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

TRANSMITTAL SLIP DATE 6-

RECEIVED
DEC 5 1966
FOR FILING

COOPER	BRIDGE	OFFICE ENGR.	SHOPS
PORTER	CONSTRUCTION	PARKS	SIGNS
EDWARDS	COUNTY AND CITY	PERMITS	TRAFFIC
SHAW	DATA PROCESSING	PERSONNEL	TRAVEL
KLABOE	DESIGN	PUBLIC RELATIONS	WEIGHMASTER
WOLPE	LEGAL	RADIO	FILES
SIPPRELL	MAINTENANCE	RIGHT OF WAY	MAIL
ACCOUNTING		SECRETARY	DIVISION ☐

ATTENTION I-5-6(58)301

FROM: A. V. BENEDICT

6172 ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- XXX FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS

This is the pole in close proximity to the east rail of the East Marquam Structure to which you recently objected.

AVB

OSHD E 100X REV. (4-63)
SP°F224

NOTED
F.B. KLABOE

626-1059 Jack Griffith, PGE, called to complain that a guy wire to be installed on their relocation on the south end of this project fell within the fence area for the abandoned car storage for the City Police Department and the area was locked. I contacted Carl Short, City Engineer's Office, and arranged for access for PGE to this area. Notified Jack Griffith of this.

26-1973 Call from Ted Litchfield requesting information on who in the City administration handles the negotiations with the railroad for their grade crossings on City streets. I later went to the City Engineer's office and talked with George Beamis, who advised that since all railroads were located on City streets by franchise or ordinance and these were drawn up by the City Attorney's Office, they are probably the ones who should be contacted in this matter.

614-1049 - Cascade Locks-Mitchell Point - Also discussed with Ted the access for the Telephone Company at Starvation Creek to the utility access road between here at Viento Creek and we determined that as long as it was possible to give the Telephone Company access at this point, we would ask the Parks Department to do so.

626-1036 Met with Ed McKee on the foot of S. E. Madison Street and discussed with him adjustments to their facilities located on a pole in close proximity to the structure in this area. Ed advised that most of the present installation on the pole would be removed except for two wires and these would be brought down the pole to cross beneath the structure and provide service to the fire boat station at this location. The nearest electrical facility would be located approximately 16 feet horizontally from the structure, while the pole is located approximately 10 feet from the structure. The proposed construction will remove any conflict and meet all codes, and any other adjustments would probably have to be reimbursible if they were required.

134-1032 - Highway 217 Structure, SPRR O'xing Pac. Hwy. West - I contacted Ray Felion in a call to Salem and requested he send plans for this project to Northwest Natural Gas Company, Attention Jim Collins.

626-1059 Checked with Phil Preston on the approval for PP&L's adjustment in the railroad area on this project and Phil advised that approval had been received as of June 10. I received a call from Lloyd Lamothe, PP&L, in regard to this approval and I informed him of the June 10 date. I also received a call from Jack Griffith, PGE, in regard to PP&L's relocation of their facilities in this area. PP&L has certain work to do before PGE can complete their work at the southern end. I advised Jack I would prod PP&L to get to work on their adjustments.

RECEIVED
JUL 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form B-208—65f

OREGON STATE HIGH... ...EPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agr... to additional funds
JUN 17 1966
Date ... Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name E. Marquam Interchange Unit, Eastbank Freeway Date June 20, 1966.

Highway Pacific Contract No. 6772

County Multnomah Prefix 626-1059

Contractor E. Carl Schiewe F. A. Project No. I-5-6(58)301

Address 1024 N. E. Davis Street, Portland, Oregon 97232 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install electrical equipment necessary to accomodate 120/240 volt power supply.

Location by station numbers:

Portland Traction Co. Office.

RECEIVED
JUL 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Revised Power Supply PTC Office

Labor	$100.00
Material	$400.00
Total	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This change was necessitated because Portland General Electric would not serve the building with 120/208 volt energy as set forth in contract. Work has not been performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$478,900.68
Present estimate of project cost, including $ 500.00 for work under this order	$467,417.32
Expected under-run ~~over-run~~ amount	$ 11,483.36
Expected under-run ~~over-run~~ per cent	2.4%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. E. Shotwell
Resident Engineer

Approval Recommended: /s/ A. A. Rear
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/Edward L. Hardt
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~, Office Engineer.

7-5-66

State Printing

RECEIVED
JUN 13 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIDDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING
I-5-6(58)301
6772

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: PGE Water Line Conflict
Portland Traction Co. Building Relocation
E. Marquam Interchange Section
Multnomah County
Project No. I-5-6(58)301

Dear Sir:

In reply to the third paragraph of your letter dated May 25, 1966 concerning this subject, the estimated cost of rerouting the 6-inch water main which conflicted with the A & P Shippers Building is as follows:

Labor	$ 685.00
Materials	1,185.00
Equipment Rental	480.00
TOTAL	$2,350.00

Your approval of this work is requested.

NOTED
F B KLABOE

Very truly yours,

F. D. Morgan
Construction Engineer

By

Phil G. Preston

(for) T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
L. H. Young
C. H. Maison
A. E. Johnson
Robert Shotwell
Jack Hesla

RECEIVED
JUN 9 1966
STATE HIGHWAY ENGINEER

RECEIVED
JUN 9 - 1966
FOR FILING

I-5-6(58)301
6772

June 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work on Unit B, was completed on June ., 1966, on Contract No. 6772, East Marquam Interchange Section, in Multnomah County, in connection with Federal-Aid Project No. I-5-6(58)301.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Date:_____

VG:ed

RECEIVED
JUN 1 - 1966

I-5-6(58)301
6772

May 27, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that Unit "A" was completed on May 16, 1966 on Contract No. 6772, East Marquam Interchange Unit, Eastbank Freeway in Multnomah County, in connection with Federal-Aid Project No. I-5-6(58)301.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L A H

L. H. Young
Office Engineer

VG:ls

RECEIVED
MAY 26 1966
FOR FILING
I-5-6 (58) 30
6772

Salem, Oregon 97310
May 26, 1966

East Marquam Interchange

Mr. R. L. Porter
Deputy State Highway Engineer
O F F I C E

As requested, I have checked with the Metropolitan Division about the request from Portland Traction that the improvement to the Pioneer Building be increased as follows:

The original building contained a lunch room above the office area on the east end. We have caused the removal of said office area and have replaced it with a new one on the west side of the building. We have not, however, replaced the lunch room.

The Portland Traction Company proposes now that we construct two walls within the warehouse portion of the building to replace this lunch room. Cost is about $700.

I have instructed Mr. Merchant to ascertain whether or not Bureau of Public Roads' participation is possible. If not, he is to check back with me before proceeding.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Ivan Merchant
A. E. Johnson

FORM H-80 8M-1-60 SP 6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 13, 1966

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Lunchroom for Pioneer Building
East Marquam Interchange Building
Relocation
Contract: 6772

Attached you will find a copy of a letter dated April 18, 1966 from Mr. P. A. Adams, Superintendent, Portland Traction Company, and two copies of a drawing prepared by Mr. Raymond Marks, the Railroad's architect.

Mr. Adams' letter requests the addition of a lunchroom in the west end of the Pioneer Carloading Building to replace a formerly existing one located in the east end of the building. Due to construction of nearby footings for the interchange structure, the east end of the building, including said lunchroom, have been removed as part of the subject contract.

Mr. Adams' original proposal for the room included installation of a built-in electric baseboard heater with thermostat. Since the existing room was heated only with a portable heater, he has been persuaded to delete the more elaborate system from his request.

Mr. Schell is familiar with this matter, but has declined either approval or rejection of the request pending formal study by his office.

If you approve of this addition and Federal participation is received, please advise and we will prepare a Price Agreement with the contractor.

A. E. Johnson
Metropolitan Engineer

By Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:sh
Enclosures

cc Mr. Robert Shotwell

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 16 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

BPR under not participating.
Copy to Roadway.

6/7/66 (Memo)
Possible Future Change
Pioneer Building
East Marquam Int.
Portland, Oregon
Proj. I-5-2(7)
Dwg. 4-5-1
Auth. by P.A.
6800
cc Roadway

RECEIVED
MAY 31 1966
FOR FILING

I-5-6(58)301

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
~~772~~ Salem, Oregon

DATE: May 25, 1966

In reply refer to: 08-35-DA

FROM : T. Dec
Assistant Division Engineer

SUBJECT: Oregon Project I-5-6(58)301
Portland Traction Company Building Relocation
PGE Waterline Conflict

We have reviewed your submission dated May 18, 1966 signed by Mr. T. W. Litchfield on the relocation of a 6-inch water main serving the Portland General Electric facilities on the above project.

In your comparison of cost with respect to the $2600 vs. $3400, we feel your point is well taken in that there will be much more benefit to the State in the $800 additional cost for the relocation down Water Avenue. We feel that this undoubtedly will be reflected in the contractor's bid in the next project. However, before we can approved the permanent relocation we must have your certification as required by IM 30-2-66.

You also request approval of the temporary rerouting for the main that conflicts with the A&P Shippers Building. We find no estimate given in your submission, and before formal approval can be furnished, this estimate should be submitted.

REFERRED TO
Litchfield - Young - Barbee
BY ASST. STATE HWY. ENGR.
5-31-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 31 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 23, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(14)301
East Marquam Interchange Section
Moving of occupants of buildings

Your letter of May 11, 1966 requested authorization to proceed with the relocation of Holman Transfer Company from the existing A&P Building to the new A&P Building being constructed at the southwest corner of First and Clay Streets. Your May 18, 1966 letter requested authorization to proceed with the moving of the occupants of the Portland Traction Company building.

Our letter of January 28, 1965 established that both the A&P Warehouse and the Portland Traction's office building qualified for relocation under the provisions of PPM 30-3. You are authorized, effective May 17, 1966, to proceed with the relocation of the above facilities in accordance with PPM 30-3 and all supplements thereto at an estimated cost of $249.00 for Holman Transfer Company and $572.66 for Portland Traction Company.

REFERRED TO
BY ASST. STATE HWY. ENGR
5-31-66
RECEIVED
JUN 2 1966
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 25 1966

FOR FILING

L-7-5-6(58)3C

6772

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 20, 1966

To: MEMO TO THE FILES

SUBJECT: East Marquam Interchange
Building Relocation
Contract: 6772

At 3:30 p.m. on Thursday, May 19, Mr. Phil Adams, Superintendent, Portland Traction Company, advised me that the Holman Transfer Company would be moved from the old P. & A. Building by Friday evening, May 20 and that our contractor could have the east end of the building for demolition Saturday morning.

I immediately directed Mr. Shotwell to get this information to the State's building contractor, E. Carl Schiewe, to the end that demolition of the east portion of the P. & A. building start as soon as possible.

A. E. Johnson
Metropolitan Engineer

By:

NOTED
R L PORTER

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:dm

cc: Mr. Phil Adams
Mr. H. K. Koberstein
Mr. Ray Marks

bcc: Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. Ivan D. Merchant
Mr. Robert Shotwell

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(58)301
6772

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 18, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: PGE Water Line Conflict
Portland Traction Company Building Relocation
East Marquam Interchange Section
Multnomah County
Project No. I-5-6(58)301

Dear Sir:

Herewith you will find two copies of an estimate as prepared by our Metropolitan office for the relocation of a 6-inch water main serving Portland General Electric facilities on the above-captioned project. You will also find one copy of a map showing two proposed methods of handling this work.

This line is in conflict with several footings for the second unit of the East Marquam Interchange and also has insufficient cover where it passes through areas of track work being performed under this project. State crews have pot-holed the line and this attached map shows the actual location in purple.

You will note there are two estimates, one in the amount of approximately $2,600, the other approximately in the amount of $3,400. The estimate for the water line adjustment of about $2,600 is based on the minimum work necessary in order to clear the line for our bridge construction and to satisfy Portland Traction Company's requirements for pipes passing beneath the new tracks. We have shown a new location for this pipe -- run A - B - C - D on the map. Since it is felt to be uneconomical to excavate and lower the existing line, an alternate to this location was explored -- that of leaving the line in place and adjusting only those portions falling under the new track work and under new footings. Due to the age of the pipe (15 years +) and the difficulty of unearthing the pipe under railroad tracks, it was felt uneconomical to attempt to adjust it in place. The cost for excavating and backfilling the run A-B is excessive for the quantities involved. However, much difficulty is anticipated for this work due to the presence of operating tracks and the attendant problems of working only when the tracks are unoccupied and of the handling of excavated material.

The alternate plan, which shows a water meter vault to be installed by the City at the south edge of Market Street on Water Avenue, would cost approximately $3,400. The City is extending the existing water main down Water Street to the position of the meter vault as indicated on this drawing. This work is being performed at City expense. The installation of the meter vault and the pipe line from the south line of Market Street to the point of connection to the existing PGE system would normally be borne by PGE; however, inasmuch as the State is causing this relocation, the State is required to restore the function of the water system.

It is the State's view that the extension of the water line down Water Avenue would be the most logical solution to this problem since it would eliminate any future conflict with the railroad work or with footing construction. I should like to point out that the new Portland Traction Company office building will be served by the same City of Portland line from a separate meter and by constructing a 2-inch line parallel to PGE's 6-inch line and parallel to the 6-inch line we are proposing. This line will also serve the adjacent buildings and will make unnecessary the restoration of the existing 4-inch water line shown from point D to the south. The new Atlantic & Pacific Shippers Warehouse will be served from a water main in Clay Street and by a water main passing under the tracks from Market Street, as shown on Sheet 6 of the construction plans. Our proposed handling, then, will eliminate any water line crossing the railroad yards. In our opinion the State will reap more benefit than the $800 additional cost required for the more expensive solution to this problem. We recommend your approval of the $3,400 plan and authorization to proceed immediately with this work. The installation of the 180 feet of 6-inch pipe will be performed by the State's contractor. The installation of the water main and meter in Water Avenue will be performed by the City of Portland.

We also submit for your approval the plan for the temporary rerouting of this water main where it conflicts with the new A & P Shippers Building. Attached you will find two copies of a letter dated May 11, 1966 from our Assistant Metropolitan Engineer, Mr. Edward L. Hardt, which sets forth the full explanation of the need for this temporary relocation. This should supply you with the information you need to authorize participation in this temporary relocation. A sketch map showing this temporary relocation is also attached.

Very truly yours,

TWL:bjm

Attachments

cc: F. B. Klaboe
L. H. Young
C. H. Maison
A. E. Johnson
Robert Shotwell
Jack Hesla

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAY 19 1966
OFFICE OF

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MAY 20 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FILES
6113

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 18, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Moving of Occupants of PTC Building
E. Marquam Interchange Section
Pacific Highway - Multnomah County
Project No. I-5-6(14)301
R/W File 28365

Dear Sir:

Please refer to my letter of May 11, 1966 regarding the moving of occupants of buildings on this section.

Attached you will find two copies of a letter from the Portland Traction Company dated May 9, 1966 containing an estimate of $572.66 for the moving of the occupants of the Portland Traction Company building. As you know, the existing office building is located on the northwest corner of Market and Water Streets and the new location will be on Portland Traction Company property approximately 350 feet south of this location.

We now submit this estimate to you for your approval and authorization to proceed with this work in accordance with PPM 30-3 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED FOR EDWARDS

TWL:bjm

Attachments

cc: Tom Edwards (w/copy of Adams' letter)
F. B. Klaboe " " "
D. H. Moehring " " "
I. D. Merchant " " "
A. E. Johnson
Robert Shotwell
J. J. Smith " " "

RECEIVED
MAY 23 1966
OFFICE

P. A. ADAMS
Superintendent

(8)

PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

1635 S. E. WATER AVENUE • PORTLAND, OREGON • PHONE 235-8651

May 9, 1966

Mr. A. E. Johnson
Metropolitan Division Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

Subject: East Bank Freeway

Dear Mr. Johnson:

Following is our estimate of cost of moving furniture, equipment, material and records from our present building to new locations due to changes made necessary by construction of Marquam Bridge approaches.

Move Shop - 1 day	$ 96.00
Move Office - 2½ days	240.00
	$336.00
Plus 36%	120.96
	$456.96
Plus 10%	45.70
	$502.66
Truck - $7.50 per day - 4 days	30.00
Rent on dollies	40.00
	$572.66

Very truly yours,

P. A. Adams,
Superintendent

PAA mm

METROPOLITAN ENGINEER
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MAY 11 1966
AME AME MOE MOE MTE

RECEIVED
MAY 19 1966
FORM BPR 0000 (Rev. 6-65) SP76470-734

FOR FILING
I-5-6(20)3
6772

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 17, 1966

To: MEMO TO THE FILES

SUBJECT: East Marquam Interchange
Building Relocation
Contract: 6772

As a followup to the inspection of the new Portland Traction Company warehouse made on May 16, Mr. A. E. Johnson, Mr. Ray Marks and I met at the building site at 8:00 a.m. on May 17. We determined that all of the items of work required by the Railroad Company before occupancy by Holman Transfer could be allowed has been completed. (See Mr. Johnson's Memo of May 16 for a list of these items). In addition, the crack in the floor slab has been filled with an Epoxy adhesive.

We went to Mr. Phil Adam's office and informed him that the new warehouse building was ready for occupancy. He was handed a letter to this effect at this time. He then made arrangements with Mr. Herb Clark of Holman Transfer Company to discuss details of Holman's move from the P. & A. Building to the new warehouse.

At about 10:00 a.m., Mr. Clark and Don Criss of Holman Transfer examined said P. & A. Building in company with Mr. Schlaf of the Traction Company, Ray Marks, Bob Shotwell and myself.

After assessing the contents of the building, Mr. Clark made the following commitments:

1) Holman Transfer could move the merchandise contained in the old P. & A. Building to the new warehouse in two (2) days.

2) Certain property stored in the old building, which appears to belong to clients of Holman Transfer, will have to be discarded with the owners permission, or removal made to their satisfaction. This property consists basically of advertising and promotional matter, and some merchandise which appears to have been damaged. Mr. Clark estimated that the balance of the week would be required for this disposal.

3) Mr. Clark was willing to allow our contractor to work within the building immediately so long as it did not interfere with his moving operation. He asked that he be informed as to the contractor's plans before any such work was undertaken. It was agreed at this time that work on the overhead doors could be started so long as the building was secured at night. Other items in work, such as cutting the utility lines, cutting of roof can also be done immediately.

R. L. PORTER

Inasmuch as the work mentioned under item 2) above could have long since been accomplished, it appears as though this mornings meeting with the Holman people was the first serious attempt at working out the problems of actually moving them from the P. & A. Building into the new warehouse.

In addition to the items of work mentioned above that can be done immediately in the P. & A. Building, Mr. Adam's indicated that our contractor could commence immediately with salvage and demolition work in the office wing at the extreme east end of this building.

It appears, at this time, that the building contractor, E. Carl Schiewe, will not have full access to the P. & A. Building for demolition until May 23. This is six (6) calendar days beyond the date of availability of the new warehouse building. In an attempt to recoup some of this lost time, investigation is being made with this contractor to determine if, by the expenditure of overtime work, this demolition can be speeded up. It, also, appears that this contractor would be entitled to additional calendar days in order to complete this demolition work based on the fact that the building was not made promptly available to him. His contract calls for completion of this demolition work by June 1.

A. E. Johnson
Metropolitan Engineer

By:

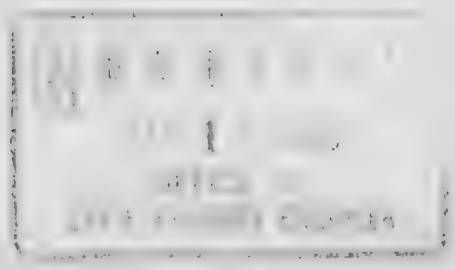
ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:dm

cc: Mr. Phil Adams
Mr. H. K. Koberstein
Mr. Ray Marks

bcc: Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. Ivan D. Merchant
Mr. Robert Shotwell



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MAY 19 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-1(50)301
6712

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N.E. Glisan
Portland, Oregon 97213

5-17-66 delivered

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Mr. P. A. Adams
Superintendent
Portland Traction Company
1635 S. E. Water Avenue
Portland, Oregon

Dear Mr. Adams:

This is to advise you that those items of work initiated at our meeting of May 16, 1966 as remaining to be done before Holman Transfer Company could be moved into the new warehouse portion of the warehouse building have been completed.

In accordance with our verbal agreement at the aforementioned meeting, we will await your instructions as to availability of the existing P & A warehouse building for partial demolition by our building contractor.

Very truly yours,

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:ch

cc Mr. H. E. Eberstein
Mr. Ray Marks

bcc R. L. Porter
Tom Edwards
F. B. Klaboe
Ivan D. Merchant
Robert Shotwell

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RECEIVED
MAY 19 1966

FORM E-30X—30M—2-66 SP°23800-734

FOR FILING

1601

6772

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 16, 1966

To: MEMO TO THE FILE

SUBJECT: East Marquam Interchange
Building Relocation
Contract: 6772

NOTED
R. L. PORTER

At 9:30 a.m. this date a meeting was held at Portland Traction Company relative to the completion of the warehouse portion of the new warehouse building for occupancy by Holman Company. Present at this meeting were the following:

Phil Adams	Portland Traction Company
John Hooker	Portland Traction Company
F. V. Schlaf	Portland Traction Company
E. A. Hendrew	Southern Pacific Railroad
H. K. Koberstein	Southern Pacific Railroad
Herb Clark	Holman Transfer Company
Don Criss	Holman Transfer Company
Ray Marks	Architect
Carl Mansell	E. Carl Schiewe Company
A. E. Johnson	Highway Department
E. L. Hardt	Highway Department
Robert Shotwell	Highway Department

An inspection was made of the new warehouse building, during which time the following itemized work was noted to be done prior to the moving of Holman Company by Portland Traction Company:

1 — Secure two (2) restroom doors in a manner to prevent entrance by outsiders;

2 — A graveling of the truck area is to be extended to the south end of the loading dock;

3 — Cover glass windows and vent openings at each end of the building with plywood to prevent entrance by outsiders;

4 — Repair two (2) small holes in the floor near the south end of the building;

5 — Repair a minor spall at one floor joint;

6 — Complete overhead door installations;

(A) Bracing not completely bolted
(B) Check lock bars and replace short ones
(C) Check welding of door track to steel angles in the floor area

7 — Sack one (1) column near the northeast corner of the building. It was indicated this column could be sacked at any time prior to final completion of the building and that this would not prevent moving by Holman Company.

8 — It was agreed that occupancy of the warehouse portion by Holman will not jeopardize any repairs to existing cracks in the floor slabs;

There is one slab that has a noticeable crack in it running across the building. Another slab has a less visible crack and there are indications of small surface hairline cracks. These are considered by Highway Department personnel as being typical of this type of construction. Mr. Koberstein indicated that he felt the larger crack was due to settlement, and it was decided to let the larger cracks go until a later date near the completion of the contract to observe and determine if additional cracking will occur. It was indicated that these could be patched or cemented with epoxy at any time.

9 — It was agreed that when the above listed items were completed, Mr. Phil Adams, Portland Traction, would be notified and upon such notification, he would contact Holman Transfer Company relative to moving, and Mr. Adams would notify the Highway Department when the building contractor could start demolition on the existing P & A building.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh
cc Mr. P. A. Adams
Mr. H. K. Koberstein
Mr. Ray Marks

bcc R. L. Porter
Tom Edwards
F. B. Klaboe
Ivan D. Merchant
Robert Shotwell

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MAY 11 1966
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FORM Eng. 500 — 5-65 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 10, 1966

6772

MEMO TO THE FILE

To:

SUBJECT: East Marquam Interchange
Building Relocation
Contract: 6772

E. R. KLABOE
NOTED

On Thursday, May 5, Robert Shotwell advised Mr. Ed Hardt that Mr. Ernie Kendrew and Mr. H. K. Koberstein had visited the subject project and through Jack Thomas, Railroad Inspector, had objected to attempting to move Holman Transfer Company into the new warehouse building unless: (1) toilets were installed and available for use; (2) water services were made available; (3) the bonded storage areas were available; and (4) the yard around the building paved.

On Friday, May 6, Mr. Hardt and I met with Mr. Phil Adams and Mr. John Hecker, Portland Traction Company, and Mr. Glen Tabor, Union Pacific Railroad. At this time, Mr. Adams reiterated objections by Mr. Kendrew and Mr. Koberstein and added that an additional requirement would be necessary; that of completing the two new loading docks. He indicated his reason for this was that the existing loading dock blocked the use of the new warehouse and that before the old docks could be removed, the new ones would be required for conducting railroad business. Considerable discussion followed wherein it was pointed out that these requirements should have been considered earlier and that we were now in a position to move Holman Transfer as previously agreed. Following discussion, Mr. Adams proposed that a solution would be to contact Holman Transfer to determine if they would be agreeable to using the reduced portion of the existing P & A warehouse, together with the southerly portion only of the new warehouse building, which portion is not obstructed by the existing dock, and operate in this manner until the new docks are constructed.

5-10-66

Late in the afternoon of May 6, Mr. Adams called and stated that this arrangement was satisfactory to Holman Transfer and that he would furnish a copy of a letter of understanding between Portland Traction and Holman Transfer.

On Monday, May 9, Robert Shotwell contacted the contractor's representative and it was determined that Carl Schiewe Company had already made plans to install a temporary wall in the existing P & A building and plan to start construction of this wall on Monday, May 16. Upon completion of this temporary wall, removal of the easterly portion of the existing P & A building will be started. The permanent block wall will be constructed after Lord Brothers has completed driving piling, et cetera, on the pier work in the vicinity of this building.

It is anticipated that Carl Schiewe Company will meet the completion date for the new Portland Traction Company warehouse building as intended by the specifications. Separate documentation will be made of this.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc F. B. Klabee
Tom Edwards
Ivan D. Merchant
T. W. Litchfield
Robert Shotwell
Jack Neala

OFFICE OF
STATE ENGINEER

FORM S-1ES

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MAY 5 - 1966
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COMMISSIONERS
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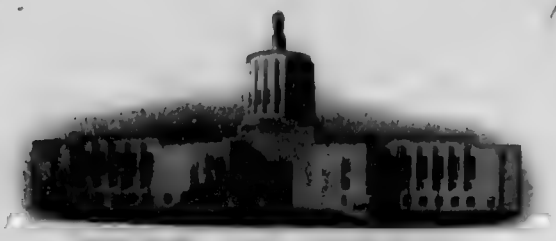
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. FISHBURN, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6772



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N.E. Glisan
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 4, 1966

Mr. P. A. Adams
Superintendent
Portland Traction Company
1635 S. E. Water Avenue
Portland, Oregon

Dear Mr. Adams:

This will confirm our telephone conversation of May 3 relative to the occupancy of the new Portland Traction Company warehouse building by your tenants in the existing P & A warehouse.

May 17 was established in our contract as a completion date of the warehouse portion for occupancy, and our contractor indicates that he anticipates meeting this completion date. At this time, there will be water available, but permanent toilet facilities in the office wings will not be available for another two weeks. In the interim, we would propose to furnish temporary toilet facilities if you deem it necessary. We would request that you make arrangements to move the occupants of the existing P & A warehouse to the new P & A warehouse to the new warehouse building on or about May 17, when it will be ready for occupancy.

Information previously furnished us as to moving costs indicates an estimated amount of $249. We are proceeding with a request to the Bureau of Public Roads for approval of participation in this move, and request that you do no actual moving until we obtain approval from the Bureau and authorize you to do so.

In the future, it will be necessary that Portland Traction Company facilities be moved from the present office building to the new office building and in order to obtain approval from the Bureau of Public Roads, it is requested that we be furnished a copy of your estimated costs for such a move.

NOTED
F. B. KLAPP

The completion date in our contract for the new Portland Traction Company office building is July 16 and at this time, we see no reason why this date will not be met by our contractor.

On or before this date, Starr Forwarding Company should also be moved into the remaining portion of the existing P & A warehouse. The cost of moving this company will be reimbursed under our standard right of way relocation program, and our records indicate an estimated cost of $45. Verification of this estimate would be appreciated.

Very truly yours,

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc Tom Edwards
F. B. Klaboe
D. H. Moehring
Ivan D. Merchant
T. W. Litchfield
Robert Shotwell
J. J. Smith

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MAY 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-208—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

FROM

B. P. R. OREGON DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project [illegible] additional funds are [illegible]
Date AUG 6 1966
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Portland Traction Co. Buildings Date April 27, 1966

Highway Pacific Contract No. 6772

County Multnomah Prefix 626-1059

Contractor E. Carl Schiewe F. A. Project No. I-5-6(58)301

Address 1024 N.W. Davis St., Portland, Oregon 97232 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 70' ± 6" water line encased in 12" Corr. 14 ga. pipe.

Location by station numbers:

At intersection of 1st & Market - SE corner of new Pacific & Atlantic Building.

Estimate of quantities and cost:

Material	$612.00
Labor	400.00
Equip.	144.00
Total	$1,156.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Relocation of PTC track serving the new P&A building necessitates lowering PGE 6" water line under track area. Permission received from BPR to proceed with work.
Work commenced on April 26, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$478,900.68
Present estimate of project cost, including $1,156.00 for work under this order	$465,007.66
Expected under-run amount	$13,893.02
Expected under-run per cent	2.9%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. E. Shotwell, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or Asst. Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP-0691-134

Young 5-12-66

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APR 14 1966
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6772

April 14, 1966

PERSONAL

Mr. J. C. Womack
State Highway Engineer
California Division of Highways
Post Office Box 1499
Sacramento, California 95807

Dear Mr. Womack:

I enclose a portfolio concerning the development of an agreement between the State Highway Department and the Portland Traction Company, a company jointly owned by the Southern Pacific and Union Pacific Railroad Companies, having to do with the construction of the East Marquam Interchange Section of I-5.

The documents included in this portfolio pertain only to final steps which resulted in agreements satisfactory to the Bureau of Public Roads. Previous to this agreement, we had negotiated with the Portland Traction Company for over three years on various other plans.

Our original plan, which we believed was satisfactory to both the State and the Railroad, was rejected by the Bureau of Public Roads, and it became necessary to hire two consulting engineering firms (Wyer, Dick and Company and Parsons, Brinckerhoff, Quade and Douglas) to make an appraisal of the situation. The plan that was finally evolved is similar to one developed by these consultants.

It is our opinion that nothing was gained by this long delay; that in fact we lost approximately three years' time.

If, after reviewing the information enclosed herein you find the need for explanation or further data, please advise and we will do our best.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter

Enclosures

FBK:erb

PORTFOLIO CONTAINS:

Contract and Bond for Highway Construction Cont. No. 6772
Letter: from H. M. Williamson, S.P. Company to F. D. Morgan, 3-22-66
Contractor's Surety Bond - A. D. Ford & Son, Inc.
Specifications
Drawing PE-10, S.P. Co. pacific lines-East Portland-East End Marquam Bridge

Letters:
From A. W. Parsons to F. Cooper, 3-15-66 (08-35.2-EC) 6772
From Ed Hardt to L. H. Young 3-11-66
From A. W. Parsons to F. Cooper, 3-9-66 (08-35-EC) 6772
From Ed Hardt - Memo to Files - 3-9-66 6772
From Ted Litchfield to Souther Pacific Co., 3-3-66 (Relocation of PT Facils.) 6772
From H. M. Williams to Forrest Cooper (Att: Klaboe) 3-3-66 6772
From Ted Litchfield to Southern Pacific 3-3-66 (Award of Cont. PT Co. 322) 6772
From A. W. Kilborn, S.P. Co. to Ted Litchfield, 3-1-66 6772
From L. H. Young to A. W. Parsons 2-24-66 6772
From Litchfield to Portland Traction Co. 2-24-66
Permit of Entry for Lord Bros to enter on PT Co. property 2-24-66
From F. B. Klaboe to S. P. Co. 2-18-66 6772
From Litchfield to Southern Pacific 2-9-66
From Klaboe to H. M. Williamson 2-3-66 6772
From A. W. Parsons to Cooper 3-2-66 (08-35.2-DA
From Litchfield to Portland Traction Co. 2-1-66 6772
From A. W. Parsons to Forrest Cooper, 1-31-66 (08-34.2-DA) 6772
From Litchfield to D. Moehring, 1-24-66 (File No. 28365) 6772
From Young to Parsons, 1-19-66 6772
From Parsons to Cooper, 1-19-66 (08-35-EC) 6772
From H. M. Williamson to Cooper, 1-14-66 (911700/323, O-PD-62-9) 6772
(enclosing Bid Sheet and Specifications)
Memo to the Files, 1-6-66, by A. E. Johnson 6576
From Klaboe to A. E. Johnson, 12-16-65 (building relocation) 6576
From R. L. Porter to G. H. Baker 12-15-66 6576
From Cooper to State Highway Commission 12-13-65 (re agreement) 6576
Copy of Agreement by and between Portland Traction and Highway, 12-14-65 6576

Drawing P-18903-F Sheet No. 1, East End Marquam Bridge, Rev. 8-4-65
Drawing PC-8, Track Changes, Portland Traction Co. East Portland, rev.8-4-65

Letters:
From A. W. Parsons to Forrest Cooper, 10-26-65 (08.35.4-DA) 6576
From Parsons to Cooper, 10-21-65 (08-35.7) 6576
From R. L. Porter to Parsons, 10-5-65 (08-35-EC) 6576
From T. Dec to G. E. Rohde, 6-14-65 (08-35.EC)
From F. McKinney to Parsons, 6-10-65 (File No. R-28365)
From Porter to Parsons, 5-11-65 6576
From G. H. Baker to Cooper, 5-6-65 (re permit of entry) 6576
From Parsons to Cooper, 5-5-65 (08-35.4-EC) 6576
Architect's Agreement - between Portland Traction and Raymond O. Marks 3-31-65
Certification of Consultant - Raymond O. Marks, Architect
From Porter to G. H. Baker , 4-28-65 (C 315-2-62-PT) 6576
From G. H. Baker to Porter, 4-16-65 (right of entry to permit construction) 6576

Drawing 34180, Sheet No. 1, right of entry for E. Marquam Intge. 4-13-65 6576
From Young - Memo to File, 3-23-65 6576
From A. A. Rear - Memo to File, 3-8-65 6576
Klaboe to Porter, 2-25-65, East Marquam Interchange 6576

ADDITIONAL ENCLOSURES:

8V-448
State Highway Department Plans for Proposed Project
Portland Traction Company Building Project
East Marquam Interchange Unit
East Bank Freeway Section, Pacific Highway
Multnomah County, February, 1966

Drg No's. 1-15 incl. (Building Plans by Raymond O. Marks, Architect)

RECEIVED
APR 18 1966

FORM E-30X—50M—1-65 SP*19102-734

FOR FILING

6772

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 14, 1966

To: MEMO TO THE FILE

SUBJECT: Portland General Electric
Water Line Conflict & Water
Service to Buildings
East Marquam Building Contract
Contract: 6772

On April 11, I was advised by Mr. Phil Adams, of Portland Traction Company, that he was concerned about the location of the existing water mains crossing the Portland Traction Company yards and supplying both Portland General Electric and Portland Traction Company with water. He expressed concern that due to location of tracks, excavation will be made directly above the water main in various locations and may conflict the existing water main.

NOTED E. B. KLABOE

A conference telephone call was held between Ed Hardt, Jack Neala and myself with Ted Litchfield in Salem to determine if he had any knowledge of the basic agreement with the railroad wherein Portland Traction Company was to provide utilities, and an estimated cost of $6,000 was included in the agreement exhibit. Mr. Litchfield did not know the details of the estimate; however, it was decided that we should make estimates of various methods of supplying water to the Portland Traction Company buildings and to PGE, since Mr. Adams made the statement to me this date (April 11) that in view of the chance of damage to the line he would take steps to have the water service discontinued.

On Tuesday, April 12, Mr. Hardt and I talked to Ted Litchfield and as a result, a conference call was held with Mr. Ernie Kendrew and H. K. Koberstein, of Southern Pacific Railroad Company. In this call, Mr. Kendrew stated that he did not know the details of the original estimate of $6,000 to provide utilities to the various buildings, but would try to determine information on this and advise. Later in the day Mr. Kendrew called to advise that a meeting had been arranged for the following day at the Portland Traction Company offices with a representative of Portland General Electric Company in attendance to discuss the question of adjusting water mains, et cetera.

On Wednesday, April 13, such a meeting was held in the Portland Traction Company office with the following in attendance:

Phil Adams	Portland Traction Company
John A. Meeker	Portland Traction Company
S. E. Caldwell	Portland General Electric
Ernie Kendrew	Southern Pacific Railroad
H. K. Koberstein	Southern Pacific Railroad
Ray Marks	Architect
A. E. Johnson	Highway Department
Ed Hardt	Highway Department
Jack Hesla	Highway Department
Robert Shotwell	Highway Department
Ted Litchfield	Highway Department

Mr. Koberstein stated that he had checked with Mr. T. H. Kruttschnitt, Southern Pacific, and it was determined that in making up the original estimate for expenses involved in the project, the railroad company realized that there would be utility relocation problems, such as water, sewer, electrical, et cetera, and in order to protect the railroad's interest, they included a $6,000 item.

Mr. Litchfield indicated that normally the power company did not charge for installation of power to a new building, and he intimated that possibly there would be no electrical hook-up charges. However, Mr. Caldwell, PGE, stated that this was perhaps true of a new business, but that in the relocation of an existing business on private land, such as Portland Traction Company, PGE would expect to be reimbursed for their expenses.

A brief resume' was presented of the water main problem and it was pointed out that the provision for providing water to the new P & A Warehouse building was no problem. It was also pointed out that the existing Pioneer Building and old P & A Warehouse building could be served from S. E. Clay Street, and would present no problem. It was brought up that at the time of our letting of the contract for the construction of the buildings, the contractors were advised by a letter of adendum that the new office building was to be furnished water from a new line to be extended down Water Avenue by Portland General Electric.

Mr. Koberstein stated that he was under the impression that it was the intent that the building contractor

would run water to Market Street. Mr. Marks indicated that the building contractor's responsibility was to cut into a PGE water main in the vicinity of the new building, and that to run a line to the south side of Market Street would involve an extra.

Mention was made that a letter sent to Mr. Litchfield by Portland General Electric indicated that the work by the Highway Department, as a result of our bridge construction, would endanger the existing water line and requested that we relocate the water meter and water line at our expense. I indicated to Mr. Caldwell at this point that the State legally could not build a new water line for Portland General Electric simply to replace an old one. Since Portland General Electric had an existing system furnishing Portland Traction Company prior to our work, I proposed we should hook into this same system for the new office building. Mr. Caldwell indicated that this would not be acceptable to Portland General Electric, and was sure it would not be acceptable to the City of Portland and that a new line should be installed with a separate meter. He also indicated that his company did want a sketch and proposal showing how we would take care of providing for the water main, and I requested him to indicate what he wanted us to do to the water lines.

Inquiry was made to Mr. Koberstein and Mr. Adams at this point as to present clearances required under the railroads for pipe lines, and it was established that the railroad company now would require three feet below the bottom of ties, plus a casing for the water lines. I advised Mr. Caldwell that the State was not in a position to enclose his entire water system in a conduit.

After discussions pro and con, I proposed that the existing water line be potholed across the area of track reconstruction to determine the amount of conflict and that the State, in lieu of adjusting the existing water main, could contribute the estimated amount involved towards a new main constructed along Water Avenue.

As a result of the meeting, the following was decided:

(1) That the State will pothole the existing water line of Portland General Electric with Portland General Electric and Portland Traction Company representatives to witness the depth of the present line;

(2) That the State determine the points of conflict and estimate the cost of necessary adjustments for these conflicts. In preparing these estimates, checks will be made with Mr. Meeker, of Portland Traction Company, and Mr. Kendrew, of Southern Pacific;

(3) The State will prepare an estimate for the cost of extending a 6-inch main from Market Street to the existing Portland General Electric 6-inch main along Water Avenue;

(4) The State will then submit to Portland General Electric and Portland Traction Company for approval a proposed plan for State participation in such a new line, or the State's proposal for adjusting the existing line.

It is anticipated that the final determination of this matter will not be resolved until after May 1, the date offered by the Railroad when tracks should be laid to the new P & A Warehouse. Portland General Electric's line must be lowered before this track work can be done. Mr. Adams and Mr. Caldwell both were agreeable to temporary lowering of this line in order that the East Marquam project not be held up. It is also anticipated that an Extra Work Order will be written allowing Mr. Schiewe, the building contractor, to do this work. An attempt at prior approval from the Bureau of Public Roads will be made for this work.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc Tom Edwards
F. B. Klaboe
Ivan D. Merchant
T. W. Litchfield
Robert Shotwell
Jack Hosla

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STATE HIGHWAY ENGINEER

FORM E-123

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N.E. Glisan
Portland, Oregon 97213

March 23, 1966

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Mr. F. A. Adams
Superintendent
Portland Traction Company
1635 S. E. Water Avenue
Portland, Oregon

re: East Marquam Interchange

Dear Mr. Adams:

In a telephone conversation with you recently, I pointed out that our proposed off-ramp from the freeway in Southeast Portland would cross the Portland Traction Company tracks at S. E. Yamhill Street. At this time, I inquired of you of the usage of this track and you pointed out that this track was used to serve buildings in the area and for the inter-tie to the SP&S Railroad.

Field investigation discloses that the Portland Traction Company line on S. E. Water Avenue terminates between Alder and Washington Streets and serves no buildings north of the Holman Transfer Company building, which is south of Yamhill Street. We do recognize that there is usage of this track for the inter-tie to the SP&S Railroad.

It is anticipated that considerable traffic will be using the off-ramp, including truck traffic to the southeast district and to buildings served by Portland Traction Company, and usage of the tracks during peak hour of traffic would present a serious complication.

This matter has been discussed previously with Mr. E. A. Kendrew, of the Southern Pacific Railroad Company, who suggested that a letter be addressed to you requesting a study be made for the possibility of eliminating that portion of the Portland Traction Company tracks from just south of Yamhill Street northerly. It is our thought that since no buildings are served by this line, its only useful purpose would be to serve the inter-tie to the SP&S Railroad,

and that it may be possible to revise the connection to this inter-tie in order to permit the elimination of the above-mentioned trackage.

A study by your company and a reply would be appreciated.

Very truly yours,

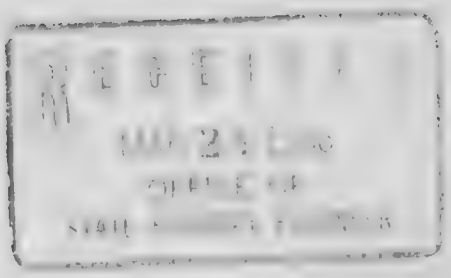
Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. Ivan D. Merchant
Mr. Robert Shotwell
Mr. Dennis Peterson

Mr. E. A. Kendrew,
Southern Pacific



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MAR 17 1966
FOR FILING

FORM CO-121 (9-22-59)
(PRES. BY A.O. 306-10)

UNITED STATES GOVERNMENT

Memorandum

6772

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 15, 1966

08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-6(58)301
East Marquam Interchange
Building Revision

As requested in Mr. Young's letter of March 9, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of March 3, 1966 in the award of Contract No. 6772 to E. Carl Schiewe, of Portland, Oregon, low bidder in the amount of $396,689.50 at the February 24, 1966 bid opening.

We acknowledge receipt of the Railroad's letter dated March 1, 1966 indicating their approval of the design plans.

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MAR 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 18 1966
FOR FILING

Form CD-121 (11-63) (Prec. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 9, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-6(58)301
East Marquam Interchange
Portland Traction Co. - Track Adjustment

We hereby confirm our March 3 favorable verbal advice for the award of the low bidder, A. D. Ford & Son, Portland, Oregon, by Southern Pacific Company for the subject project work as transmitted by Mr. Litchfield's March 4 letter.

REFERRED TO
Young - Litchfield -
By Asst. State Hwy. Engr.
3-15-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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MAR 14 1966
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I-5-6(5)201
6772

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 9, 1966

RECEIVED
MAR 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Porter

To: MEMO TO THE FILES

SUBJECT: East Marquam Interchange Unit
Portland Traction Co. Bldg. Project
Eastbank Freeway Section
Contract: 6772

On Monday, March 7, 1966, a meeting was held in the Portland Traction Company office building to coordinate the work of the East Marquam building contractor (E. Carl Schiewe) and the railroad track contractor (A. D. Ford & Son).

Present for the meeting were the following:

E. Carl Schiewe	-	Building Contractor
W. O. Dixon	-	A. D. Ford & Son
Arnold Schneider	-	A. D. Ford & Son
Raymond O. Marks	-	Architect
E. A. Kendrew	-	Southern Pacific
Jack Thomas	-	Southern Pacific
Phil Adams	-	Portland Traction Co.
John Meeker	-	Portland Traction Co.
A. E. Johnson	-	Highway Department
E. L. Hardt	-	Highway Department
T. W. Litchfield	-	Highway Department
Robert Shotwell	-	Highway Department

The first point discussed was removal of the tracks at the site of the new P & A building. It was requested by Mr. Schiewe, and agreed to by Mr. Dixon and the railroad people that in addition to the three (3) tracks directly conflicting with the building, a fourth track adjacent to the site to the east would all be removed immediately. Mr. Dixon indicated that at the same time, the tracks conflicting with the new Portland Traction Company office building would be removed.

It was brought out by the railroad people that neither contractor can perform any work until their insurance is approved by the railroad company involved. Mr. Schiewe's insurance can be approved locally by the Union Pacific, and it was anticipated that this will be

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MAR 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

done about March 9. Mr. Ford's insurance requires approval by the San Francisco office of the Southern Pacific; however, Mr. Kendrew determined that Mr. Ford could commence work as soon as his bond was received by Mr. Kendrew, and that the San Francisco office of the Southern Pacific Company approved of the bonding company. Mr. Kendrew determined during the course of the meeting that he could obtain this bonding approval from San Francisco by telephone. On this basis, it appears now that both contractors will be able to begin work on the project by March 14, and they both indicated that they intended to do so.

Mr. Meeker and Mr. Adams mentioned that only 50 feet of the loading dock needs to be moved to its temporary location contrary to the originally anticipated 110 feet. They, also, indicated to Mr. Schiewe that he could use an area roughly 50 x 100 feet directly southwest of the P & A building site for a casting yard for precast columns.

Mr. Adams mentioned a complaint that he had received from the tenants of the Pioneer building. They are unhappy because they will be losing an existing lunch room now located in the east end of the building, and are losing the area now occupied by a portable office, which area will be utilized as the location for the new toilets. This was not a request by the railroad to rectify this complaint, but merely informing us of the problem. Mr. Adams was told he could expect only replacement of existing facilities, and no betterment for this building. If he feels some additions or changes are necessary, he should make a formal request for them with an explanation as to their necessity.

A. E. Johnson
Metropolitan Engineer

By:

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:dm

cc: Mr. Tom Edwards
Mr. T. W. Litchfield
Mr. F. B. Klaboe
Mr. Ivan D. Merchant
Mr. Robert Shotwell

NOTED
F B KLABOE

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I-5-6(58)301
6772

March 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of March 3, 1966, is requested in the award of contract for the East Marquam Interchange Building Revision, Project No. I-5-6(58)301.

The contractor receiving the award is E. Carl Schiewe of Portland in the amount of $396,689.50 with the Contract No. 6772 assigned. This bid was received on February 24, 1966 and awarded March 3, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedingswhich have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without confliction or delaying the State's contractors' operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DAR:mb

FORM S-122X DOM 7-65

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I 5-6(58)301

6772

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH R. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L PORTER

March 4, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Relocation of Portland Traction Company Facilities
E. Marquam Interchange Unit
Eastbank Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(58)301

Dear Sir:

I have received telephonic advice on this date from Mr. T. H. Kruttschnitt, Jr. of the Southern Pacific Company in San Francisco that the low bidder for the relocation of trackage owned by the Portland Traction Company on the above-captioned project was A. D. Ford and Son, Inc., 2535 N.W. Upshur Street, Portland, Oregon 97210. The tabulation of bids follows:

A.D. Ford and Son, Inc. $248,568.60

To begin upon receipt of materials and complete in 120 calendar days.

M. L. Sines Railroad Construction Company $283,376.00

To begin in 45 calendar days and complete in 240 calendar days.

Dravo Corporation $335,900.00

To begin in 10 calendar days and complete in 200 calendar days.

These bids were related to Mr. Theodore Doc on March 3, 1966 and he concurred in the award to A.D. Ford and Son, Inc. Mr. Kruttschnitt has been advised by telephone to proceed with the award and this is confirmed in our letter to the railroad of March 3, 1966, a copy of which is in your files.

Please refer to Exhibit "A" of the agreement between the Portland Traction Company and the State dated December 14, 1965. Item (d) calls for "Track work, including engineering and inspection applicable thereto, less 85% of tie renewal -- $297,640.00." If we take the low bid of $248,568.60 and add 12-1/2% for engineering and contingencies, the result is $279,639.68. This will still allow $18,000.32 to cover 15% of the cost of tie renewal. This appears to be within reason, and we now request your formal concurrence in our award of this contract.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: R. L. Porten
Tom Edwards
F. B. Klaboe
I. D. Merchant
L. H. Young
A. E. Johnson
Robert Shotwell
Jack Hesla

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6772

March 3, 1966

Mr. E. Carl Schieve
1044 N. E. Davis
Portland, Oregon

Dear Mr. Schieve:

The State Highway Commission on March 1, 1966 accepted your proposal for the Portland Traction Company Building Project on the East Marquam Interchange Unit of the Pacific Highway in Multnomah County for the sum of $396,689.90 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6772.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
B. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

March 3, 1966

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

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MAR 9 1966
CONSTRUCTION DIVISION

Trout
Scott
Olson

IN REPLY PLEASE REFER TO
~~911.00/323~~
~~D-PD-62-9~~

AIR MAIL

Forrest Cooper (2)
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir: ATTENTION: F.B. KLABOE,
Assistant State Highway Engineer.

This is in reference of your letter of February 3, in connection with the plans and specifications for relocation of Portland Traction Company Property incident to construction of the East Marquam Interchange in Portland.

Confirming telephone conversation of this afternoon with your Mr. Litchfield, a total of 3 bids were received today, which was the specified bid closing date. A tabulation of them is as follows:

	Amount	Days to Start	Days to Complete
A.D. Ford & Son, Inc. Portland, Oregon.	$248,568.60	*	120
M.L. Sines Railroad Const. Co., Boring, Ore.	$283,376.00	**	240
Dravo Corp. Bellevue, Wash.	$335,900.00	10	200

* Ford will start upon receipt of materials.
** Sines will start in 45 days or upon receipt of materials.

Pursuant to Mr. Litchfield's authorization, the Contract will be awarded to A.D. Ford & Son, Inc., the low bidder.

Yours very truly,

H M Williamson
by

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MAR 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

cc to Porter
Johnson
Litchfield
Young
Parsons
Merchant
3-9-66

NOTED
F. B. KLABOE

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MAR 7 1966
OREGON
STATE HIGHWAY COMMISSION

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Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209
DUNSMUIR, CALIFORNIA 96025

V. R. RUSSELL
ASSISTANT SUPERINTENDENT

I-5-6(59)201
6772

PT Co. 322
O-PD-62-9

March 2, 1966

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon, 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to my letter of March 1, 1966.

Attached is copy of Raymond O. Marks' letter of March 1st clarifying the type of light fixtures to be used as covered in the third paragraph of my letter of March 1st.

Yours truly,

J W Kilborn

NOTED
R. L. PORTER

COPIES TO AW PARSONS (2)
RL PORTER
TOM EDWARDS
FB KLABOE
ID MERCHANT
LH YOUNG
FD MORGAN
AE JOHNSON
ROBT. SPOTWELL
JACK HEILA

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
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MAR 3 1966
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DIVISION
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MAR 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RAYMOND O. MARKS · A. I. A. · ARCHITECT
1131 S. W. KING AVENUE PORTLAND 5, OREGON CAPITOL 2-5138

March 1, 1965

Portland Traction Co.
1635 S. E. Water Ave.
Portland, Oregon

Re: Contract March 31, 1965
Federal-aid-project
1-5-6 (18) 301
P. T. -322

Attn: Mr. P. A. Adams, Supt.

Dear Mr. Adams:

This is to clarify the Southern Pacific Company's question as to type of fluorescent lighting in office areas. All four-tube ceiling fixtures are flush mounted that is, the bottom of the fixture or glass face is flush with the bottom finished surface of the suspended ceiling tile. This fixture is a Globe No. R79-604-48RS.

The apparent low bidder general contractor, Carl Schiewe Co., and his electrical sub-contractor W. R. Grasle Co. had figured this in their work as outlined above.

very truly yours,

Raymond O Marks

Raymond O. Marks, Architect

Copies to:
Carl Schiewe Co.
W. R. Grasle Co.
Southern Pacific
Oregon State Highway c/o Metro Eng. Al Johnson

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MAR 3 - 1966
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I-5-6 (58) 301

6772

Approved by Jackson 3/1/66 Cooper

February 25, 1966

Oregon State Highway Commission

Gentlemen:

Your concurrence in the Engineer's recommendations on the following three projects for which bids were received on February 24 is requested:

1. Salem Shops Building in Marion County. State project. Five bids were received. The Engineer recommends award to the low bidder, C. A. Lantz Construction Company, Salem, Oregon, in the sum of $380,440.20. The low bid is 5.6 percent above the Engineer's estimate of $360,000. #6771

2. Building removal and reconstruction on the East Marquam Interchange Unit, of the Pacific Highway (I-5) in Multnomah County. Federal-aid Interstate Project I-5-6 (58)301. Seven bids were received. The Engineer recommends award to the low bidder, E. Carl Schiewe, Portland, Oregon, in the sum of $396,689.50, as soon as approval from the Bureau of Public Roads and the Railroad Company is received. The low bid is 12.3 percent above the Engineer's estimate of $353,995.

3. Operation of the Reedsport Drawbridge on the Oregon Coast Highway in Douglas County. State project. maint. Br. Draw One bid was received from Inland Pacific Company, Portland, Oregon, in the sum of $64,990. The Engineer recommends the bid be rejected. The bid was 30.0 percent above the Engineer's estimate of $50,000.

Verbal approval will be requested in the next day or so and the matter will be on the March 8 agenda for your confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan

C. H. Maison
Ivan Merchant

CRN:bb fn

FOR PRIME
FEB 25 1966
FOR FILING

I-5-6(58)301
6772

February 24, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to bids received February 24, 1966, for the East Marquam Interchange Unit, reconstruction of Portland Traction Co. Buildings, Project No. I-5-6(58)301.

The contractor submitting the low bid was E. Carl Schleve of Portland in the amount of $356,689.50, which is $43,694.50 (or 14.4%) above the engineer's estimate of $312,995.00. The second low bidder was W. C. Rivers Co. of Portland with a bid of $359,143.00. The third low bidder was R. L. Martin Inc. of Oswego with a bid of $[illegible],441.00. Four other bids were received from qualified contractors ranging from $441,480.00 to $365,709.00.

We feel that all of the bids received were from reputable contractors qualified to handle a construction project of this type.

A study of the engineer's estimate shows that the difference in cost between the estimate and the bid received was in Item #1 - "Construction and Remodeling of Buildings" and Item #4 - "Demolition of Buildings". The remaining items are very close to the estimate.

The two low bidders are within 0.6% of one another, this and the fact that we had a total of seven bidders makes us realize that our estimate was too low and that the prices bid are reasonable.

The completion date of the work in this contract is very critical, as the buildings to be removed are obstructing construction of structures in the East Marquam area. You are quite aware of the intricate timing involved in this area, the moving from old buildings to new, R.R. track rearrangements, structure piers where buildings are now standing; all this must be completed in proper sequence, with eventual use by the traveling public.

We feel it is in the public interest to award the contract for this project at this time rather than to delay this construction and other work in this vicinity by readvertising for bids at a later date. We also feel we would not receive a more favorable bid.

It is therefore requested that the Bureau of Public Roads concur in the award of this contract. We would appreciate it if this matter could be expedited.

Plans for this project were sent to the railroad companies involved on February 1, 1936, no reply has been received as yet.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

cc: Mr. R. L. Porter
Mr. F. E. Kinloe
Mr. H. H. Chase
Mr. V. G. O'Neil
Mr. T. W. Litchfield

RECEIVED
FEB 7 - 1966
FC
I-5-6(58)301
6772

February 18, 1966

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

Re: Application for Permits
Track Relocation, East
Marquam Interchange Section
Project No. I-5-6(58)301
Your File: PT 322
O-PD-62-9

Attention: Mr. E. A. Kendrew

Gentlemen:

In order to accomplish the above-captioned work, it is necessary for the State or the Railroad to obtain from the City of Portland permits to reconstruct tracks across dedicated city streets. Paragraph 9 of the agreement dated December 14, 1965, between the State and the Portland Traction Company provides:

"The parties hereto agree that the performance of the work herein contemplated is conditional upon State and/or Railroad obtaining from City of Portland and/or any other public body having jurisdiction thereover, permits satisfactory to Railroad, for relocation or construction of Railroad's facilities .... on, over, across or under any public streets or thoroughfares ...."

In your letter of February 1, 1966, to our Assistant Metropolitan Engineer, Mr. A. V. Benedict, you request the State to proceed with an application to the City of Portland for a franchise to cover your track relocation. We have investigated this matter thoroughly and find that the following steps must be taken:

1. The Portland Traction Company should write a letter to Commissioner Grayson requesting a franchise for their operations on City-owned right-of-way. Six maps showing their full operations within the city and all street crossings should be submitted.

2. All lines used for common user purposes should be noted. The letter should state which railroads are involved, whether or not there is an agreement as to the division of costs for maintenance, et cetera.

3. The Portland Traction Company should ask for a revokable permit, pending passage of a franchise, for a period of one or two years as desired. Two years is the maximum.

4. The Southern Pacific Company's franchise should be amended if there are any changes in the system covered by the existing franchise.

Attached you will find a portion of the City Charter of Portland relating to franchises for utilities within the city of Portland and noting the procedures to be followed in the issuance of these franchises.

Please proceed with such an application to the City at an early date so that this project may proceed without delay.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klaboe
Assistant State Highway Engineer

Attachments

cc: Southern Pacific Company, Att: Mr. J. A. Holmes
Portland Traction Company, Att: Mr. P. A. Adams
Union Pacific Railroad Company, Att: Mr. W. G. Johnson

Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
A. E. Johnson
Robert Shotwell
T. W. Litchfield

TWL:fp srb

Southern Pacific Co., 65 Market St., San Francisco, California
Portland Traction Co., 1635 S. E. Water Ave., Portland 97214
Union Pacific RR Co., 2525 N. Larrabee Ave., Portland 97227

by the council. [Ch. 1903, sec. 103; am. May 3, 1913, secs. 69 and 70; 1914 rev., secs. 168 and 169; 1928 pub., secs. 168 and 169.]

Section 10-205. Limited Time. Franchises may be granted for a limited time in and upon the streets, highways and public places and property of the city of Portland, in the manner and subject to the conditions hereinafter contained. [May 3, 1913, new sec. 71; 1914 rev., sec. 170; 1928 pub., sec. 170.]

Powers to grant franchises and regulate utilities, conferred upon the city by charter, are subordinate to the state's police power to regulate, in the public interest, services and rates of all utilities. Under the authority of the public utilities statute (L. 1911, p. 483; O.C.L.A. secs. 112-401 to 112-476), the Public Service Commission may change the fares prescribed by municipal ordinances giving a street railway company the right to operate in the city. City of Portland v. Public Service Comm., 1918, 89 Or. 325, 173 P. 1178.

Portland Ry., Light & Power Co. v. City of Portland, supra, see section 10-201.

Section 10-206. Nonexclusiveness. No exclusive franchise shall be granted nor shall any franchise, lease or right be granted for a longer period than twenty-five years. [May 3, 1913, new sec. 72; 1914 rev., sec. 171; 1928 pub., sec. 171.]

City of Portland v. Public Service Comm., supra, see section 10-205.

Section 10-207. Method of Granting. Every franchise shall be embodied in an ordinance, which shall contain all the terms and conditions of the proposed grant, and shall be filed with the auditor. Thereupon such proposed ordinance shall be published in full, once in the city official newspaper. There shall also be published, in a conspicuous place in such daily newspaper of the city having a circulation in excess of 15,000, as the council may direct, a notice prepared by the auditor, that an application has been made for a franchise, giving the name of the applicant, the character and location of the proposed grant, and requesting any person having any objections to such proposed franchise or any provisions thereof to file the same in writing with the auditor within twenty days from the first publication of such notice. If the request is made therefor, the council shall fix a time for a hearing upon such objections and give reasonable notice of the time thereof and not less than five days. All of such publications and notices shall be at the expense of the applicants for such franchises.

Such ordinances shall not come up for first reading until after the expiration of the said twenty days.

If such ordinance shall be amended, it shall be republished in the city official newspaper in full as amended.

No such ordinance granting a franchise shall be put on final passage within thirty days after the first reading nor within twenty days after any amendment thereto, and the affirmative vote of four commissioners shall be required to pass the same. [May 3, 1913, new sec. 73; 1914 rev., sec. 172; 1928 pub., sec. 172.]

City of Portland v. Public Service Comm., supra, see section 10-205.

Portland Ry., Light & Power Co. v. City of Portland, supra, see section 10-201.

Section 10-208. Effective Date. No franchise shall take effect until sixty days after its passage unless it shall receive a majority of the votes cast thereon at a referendum election held for that purpose within a less time. The filing of a petition for referendum shall defer the taking effect of a franchise until after the election. A petition signed by 2000 registered voters shall be sufficient to call a referendum upon any franchise ordinance. [May 3, 1913, new sec. 74; 1914 rev., sec. 173; 1928 pub., sec. 173.]

An ordinance, designating the site, authorizing the purchase thereof and a contract for the construction of a public market building, held not a "franchise" within the meaning of this section so as to subject it to a referendum. It is an administrative act of the council, pursuant to an earlier ordinance enacted under section 10-104, providing for the issuance and sale of public market utility certificates. **Whitbeck v. Funk**, 1932, 140 Or. 70, 12 P. (2d) 1019.

The general right of initiative and the limited right of referendum as to franchise ordinances expressly conferred upon the people of Portland by the charter of 1903, which clearly provided the manner of exercising each right, held to be a lawful exercise of the legislative power and effective to the extent of power therein granted. Section 108 (repealed since this decision when the "commission charter" was adopted in 1913) requiring a referendum petition upon a franchise to be filed within 15 days was not nullified by the 1906 amendment to the constitution, article IV, section 1a, reserving to the people of every municipality the general right of referendum as to municipal legislation; nor was it affected by Laws 1907, p. 406, allowing a different time for filing a referendum, since by its express terms such general state law did not apply to conflicting municipal provisions. **State ex rel. v. Portland Ry., Light & Power Co.**, 1910, 56 Or. 32; 107 P. 958.

Section 10-209. Specific Conditions. Every franchise granted by the city of Portland shall contain full and explicit statements of its conditions in the following particulars:

(a) In case of railroads and street railways it shall specify plainly the streets or other public places or parts thereof to which they apply. Any other franchises shall state the boundary of the district or districts within which they shall be exercised.

(b) The amount and manner of payment of the compensation to be paid by the grantee for the right.

The council shall make an estimate of the cash value of any franchise upon the filing of the application, or an estimate of what it may consider fair compensation to the city for such franchise, and the same shall be entered upon the minutes of the proceedings of the council and published with the published copy of the franchise. In lieu of a money valuation the council may at its option declare what will be a reasonable reduction of fares, rates or charges, either at the beginning or progressively from time to time, to be made by the grantee in compensation for the grant.

(c) The time of beginning the construction or other work thereunder, the estimated total cost of such work, the monthly or yearly sums of money to be expended thereon, and in case of franchises to transportation companies or other franchises covering certain streets or portions of streets, the time within which the work under such franchise shall be completed upon such streets or portions of streets, respectively.

10-208 to 10-209, as (a) to (c)

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1966

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Application for Permits
Track Relocation
East Marquam Interchange Section
Project No. I-5-6(58)301
SPRR File: PT 322
O-PD-62-9

Herewith you will find a letter from A. V. Benedict dated February 8, 1966 and all the attachments which accompanied this letter pertaining to the application to the City of Portland for permits for the relocation of Portland Traction Company's facilities on this project. You will also find attached a rough draft of a letter to the Southern Pacific Company in which we ask for them to proceed with the application for this franchise.

Inasmuch as Mr. Benedict feels this needs a higher level approach than the Metropolitan Office is able to produce, we suggest this letter bear your signature.

F. D. Morgan
Construction Engineer

By T. W. Litchfield
T. W. Litchfield
Utilities Liaison Engineer

TWL:fp
Enc.

RECEIVED
FEB 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-60 9GM 2-65 SP*8470-724

Routing
Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED FEB 9 1966 CONSTRUCTION DIVISION

Portland, Oregon 97213
February 8, 1966

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: East Marquam Interchange Section
Pacific Highway
Contract: 6577

On February 2, 1966, I received a letter from Mr. A. W. Kilborn of the Southern Pacific Railroad Company transmitting track descriptions and maps for City franchises with instructions to proceed with application to the City of Portland for franchise. This was the subject of my telephone call to you on the same date. In accordance with your instructions, I turned the material over to Jack Hesla to contact the City. This he did the following day and came back with the information that he was stymied and needed legal help.

Attached is a copy of Hesla's Memo to the Files covering his contact with the City. Also attached is a copy of Mr. Kilborn's letter and attachments and also copies of two letters which prompted Kilborn's letter. This material is forwarded for your further handling, as I believe it requires a higher level approach than we are able to apply.

Southern Pacific officials have said verbally that our agreement requires us to obtain the franchises for them. As I read the copy we have, this is not mandatory. The railroads have a "hot potato" they would like someone to pull out of the fire for them.

A. E. Johnson
Metropolitan Engineer

By A V Benedict

A. V. Benedict
Assistant Metropolitan Engineer

REFERRED TO
Olson
Asst. Const. Engr.

AVB:sh
Enclosures
cc Mr. Robert Shotwell
Mr. Jack Hesla

FORM S-30 REV 5-65 SP*8470-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

February 8, 1966

To: MEMO TO THE FILES

SUBJECT: Franchises for Portland Traction Company Facilities within City Streets
East Marquam Interchange Project

Mr. A. V. Benedict referred a letter of February 1, 1966 from A. W. Kilborn, Superintendent of Southern Pacific Railroad, to me. This letter requested the Oregon State Highway Department proceed with an application to the City of Portland for a franchise to cover revisions to Portland Traction Company facilities caused by construction of the East Marquam Interchange Project.

On February 3, 1966, I contacted William Lind, Permit Director for the City of Portland, and inquired into the proper proceedings to apply for these franchises. Mr. Lind accompanied me to the office of Miss Marian Rushing, Assistant City Attorney.

Miss Rushing advised the Portland Traction Company Interurban franchise had expired in approximately 1936, and they had never renewed this franchise. Because of circumstances which could have adversely affected the City's good will image, the matter was never brought to a head and the Traction Company has continued to operate without a franchise.

Miss Rushing stated the Oregon State Highway Department should not apply for a franchise for Portland Traction Company facilities to be located on City streets. She so stated because of responsibilities assumed by the applicant and possible costs involved. She recommended the following steps be taken:

1. The Railroad should write a letter to Commissioner Grayson requesting a franchise for their operations

METROPOLITAN ENGINEER
RECEIVED
FEB - 8 1966
ME AME AME MGE MGE MTE

on City owned right of way. Six (6) maps showing their full operations within the City and all street crossings should be submitted.

2. All lines used for common user purposes should be noted. Letter should state which railroads are involved and whether or not there is an agreement to a division of costs for maintenance, et cetera.

3. The Railroad should ask for a revokable permit, pending passing of a franchise, for a period of one or two years, as they see fit. Two years is the maximum.

4. Southern Pacific Railroad should be advised their franchise should be amended if there are any changes in the system covered by their existing franchise.

5. First-mentioned franchise should be in Portland Traction Company's name.

Attached is a copy of a portion of the City Charter of Portland relating to franchises for utilities within the City of Portland and noting procedures to be followed in the issuance of these franchises.

Jack Hesla

Jack Hesla
Field Utilities Liaison Engineer

JH:sh

Enclosure

Location of Tracks
Across S.E. Portland Streets
Portland, Oregon

S.E. Clay Street

Beginning at a point in the south line of S.E. Clay Street 5 feet West of the west line of S.E. Water Avenue; thence northerly, on a curve to the right having a radius of 382.24 feet, a distance of 61 feet to a point in the north line of S.E. Clay Street.

Beginning at a point in the south line of S.E. Clay Street 178 feet West of the west line of S.E. Water Avenue; thence Northwesterly, on a curve to the right having a radius of 382.24 feet, a distance of 70 feet to a point in the north line of S.E. Clay Street.

Beginning at a point in the south line of S.E. Clay Street 198 feet West of the west line of S.E. Water Avenue; thence Northwesterly, on a curve to the left having a radius of 382.24 feet, a distance of 52 feet to a point; thence Northerly, tangent to said curve at last mentioned point, a distance of 56 feet to a point in the north line of S.E. Clay Street

II.

S.E. Water Avenue

Beginning at a point in the east line of S.E. Water Avenue 152 feet South of the south line of S.E. Clay Street; thence Northerly, on a curve to the right having a radius of 382.24 feet, a distance of 155 feet to a point in the center of S.E. Water Avenue where it meets the present alignment of the main track of the Portland Traction Company.

Also beginning at last said point of beginning; thence Northwesterly on a number 7 turnout to the left 70 feet to a point; thence continuing Northwesterly on a curve to the right having a radius of 382.24 feet a distance of 90 feet to a point in the west line of S.E. Water Avenue.

Beginning at a point in the east line of S.E. Water Avenue 227 feet South of the south line of S.E. Clay Street; thence Northwesterly, on a curve to the left having a radius of 382.24 feet, a distance of 78 feet to a point in the west line of S.E. Water Avenue.

Also commencing at last said point of beginning; thence Northwesterly on a curve to the left having a radius of 382.24 feet a distance of 10 feet to the actual point of beginning; thence Northwesterly on a number 7 turnout to the right 71 feet to a point in the west line of S.E. Water Avenue.

S.E. Lincoln Street

Beginning at a point in the south line of S.E. Lincoln Street 80 feet East of the east line of S.E. Third Avenue; thence Northwesterly, on a curve to the left having a radius of 573.14 feet, a distance of 78 feet to a point in the north line of S.E. Lincoln Street.

Beginning at a point in the south line of S.E. Lincoln Street 58 feet East of the east line of S.E. Third Avenue; thence Northwesterly a distance of 75 feet to a point in the north line of S.E. Lincoln Street.

Beginning at a point in the south line of S.E. Lincoln Street 40 feet East of the east line of S.E. Third Avenue; thence Northwesterly, to the northeast corner of S.E. Lincoln Street and S.E. Third Avenue, a distance of 75 feet; thence continuing Northwesterly a distance of 60 feet to a point in the extension of the center line of S.E. Third Avenue.

S.E. Third Avenue

Beginning at a point in the east line of S.E. Third Avenue 40 feet North of the north line of S.E. Lincoln Street; thence Northwesterly a distance of 47 feet to a point in the extension of the center line of S.E. Third Avenue.

Beginning at a point in the east line of S.E. Third Avenue 28 feet North of the north line of S.E. Lincoln Street;

thence Northwesterly a distance of 55 feet, through a number 7 turnout, to a point in the extension of the center line of S.E. Third Avenue.

Beginning at a point in the east line of S.E. Third Avenue 65 feet North of the north line of S.E. Grant Street; thence Northwesterly, on a curve to the left having a radius of 955.04 feet, a distance of 105 feet to a point in the west line of S.E. Third Avenue.

S.E. Grant Street

Beginning at a point in the south line of S.E. Grant Street 6 feet West of the west line of S.E. Union Avenue; thence Northwesterly, on a curve to the left having a radius of 1132.01 feet, a distance of 67 feet to a point in the north line of S.E. Grant Street.

Beginning at a point in the south line of S.E. Grant Street 22 feet West of the west line of S.E. Union Avenue; thence Northwesterly, on a curve to the left having a radius of 1146.01 feet, a distance of 67 feet to a point in the north line of S.E. Grant Street.

Beginning at a point in the south line of S.E. Grant Street 132 feet West of the west line of S.E. Union Avenue; thence Northwesterly a distance of 70 feet to a point in the north line of S.E. Grant Street.

V

S.E. Union Avenue

Beginning at a point 30 feet west and 6 feet North of the northeast corner of S.E. Caruthers Street and S.E. Union Avenue, said point being in the center of the main track of the Portland Traction Company; thence Northerly, on a number 7 turnout to the right, a distance of 90 feet to a point; thence continuing Northerly, on a curve to the left having a radius of 573.14 feet a distance of 125 feet to a point; thence continuing Northerly, on a curve to the left having a radius of 818.64 feet a distance of 180 feet to a point in the west line of S.E. Union Avenue.

Beginning at a point 27 feet West and 7 feet North of the northeast corner of S.E. Sherman Street and S.E. Union Avenue; thence Northerly, on a number 7 turnout to the right, a distance of 75 feet to a point; thence continuing Northerly, on a curve to the left having a radius of 382.24 feet a distance of 105 feet to a point in the west line of S.E. Union Avenue.

Prepared by W. K. Overholts
Oregon Division
January 27, 1966

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
E. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
SUNSMUIR, CALIF.

February 1, 1966

IN REPLY PLEASE REFER TO

PT 322
O-PD-62-9

Mr. A. V. Benedict
Asst. Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Sir:

Referring to your letter of January 14 regarding revisions to Portland Traction Co. facilities due to the construction of the East Marquam Bridge, East Portland:

In compliance with your letter, attached description of tracks located in:

S. E. Clay Street - S. E. Water Avenue -
S. E. Lincoln St. - S. E. Third Avenue -
S. E. Grant St. - S. E. Union Avenue

Also, location of tracks across Bull Run Pipe Line property. We are attaching copy of Oregon Drawing No. F-997 to be covered by franchise in S. E. Portland Streets and copy of Oregon Division Drawing No. A-2979 for franchise across the Bull Run Pipe Line property which must be covered by separate agreement.

Please proceed with an application to the City of Portland for franchise to cover.

Yours truly,

A W Kilborn

Encls.

Jack: Ted directed me to refer this to you. CWB

REFERRED TO
Jack Heisler
Date: 2-2-66 By: CWB
For: Start action for franchises.
Due Date: Prompt
Sent 2-2-66 - CWB

METROPOLITAN ENGINEER
RECEIVED
FEB - 2 1966
ME AME AME MOE MDE MTE

LEGEND

Red shows track

Shows P T Co property line

Shows S.P.Co. property line

CARUTHERS

To Milwaukie

ST.

S E

ST. S E.

SHERMAN

S E

GRANT

UNION

ST.

McLOUGHLIN

BLVD.

S.E.

GRAND

S E

S. E

DIVISION

ST

To San Francisco

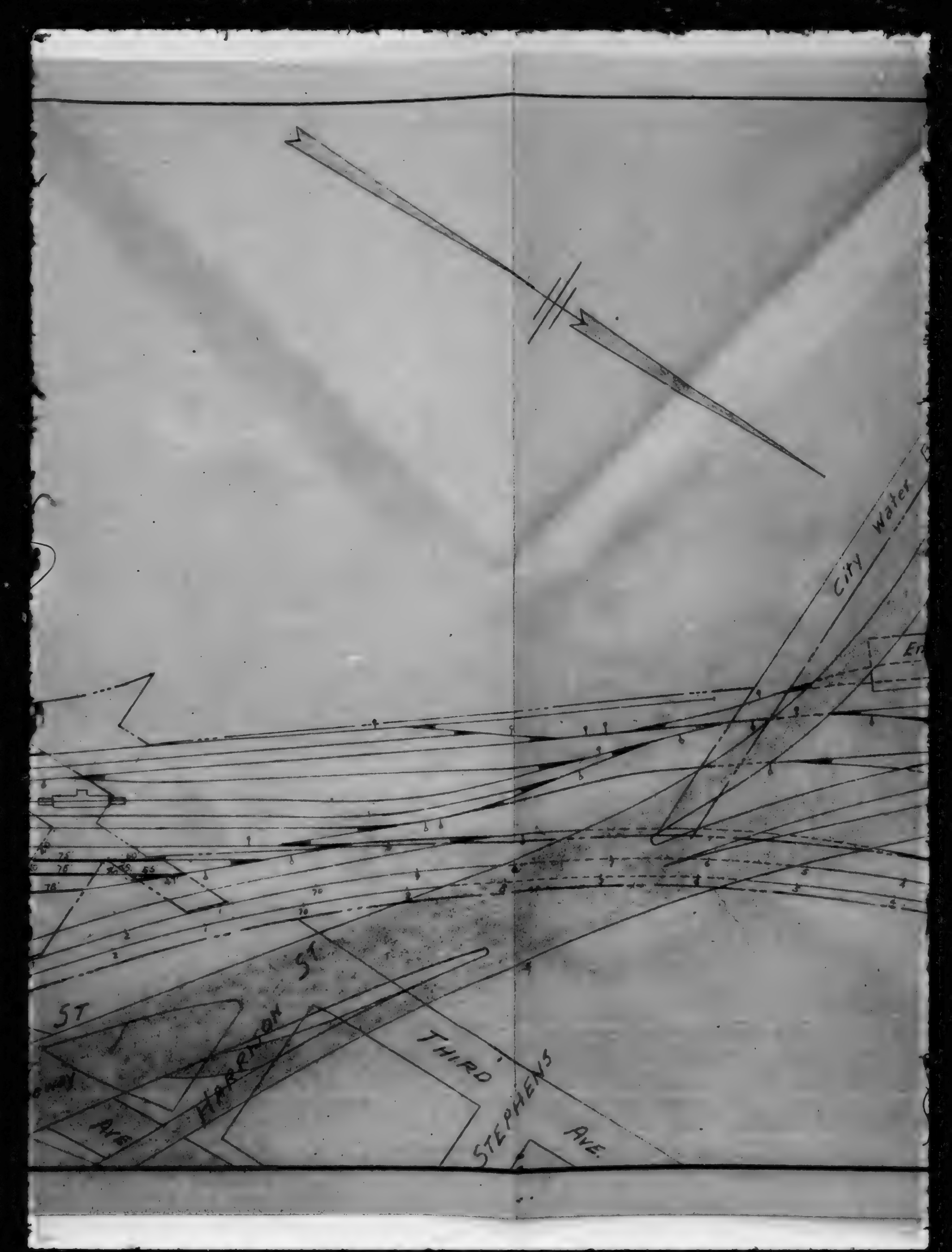
AVE.

S E

LINCOLN

Mt Hood

FREEWAY


City Water
ST
HARRISON
ST
THIRD
STEPHENS
AVE.
AVE

WILLA

Marquam Br.

To Interstate #5

Water Bureau

Engine Ho.

MARKET ST.

S. E. 70'

90'

227'

155'

152'

WATER

61'

5'

198'

178'

CLAY

AVE To Portland

S. E.

S. E.

S. E.

FIRST AVE To Portland

WILLAMETTE

RIVER

SOUTHERN PACIFIC COMPANY

PACIFIC LINES

MAIN LINE

EAST PORTLAND

Location of tracks

across S.E. Portland Streets

Scale 1"=100' LGH January 26, 1966

OREGON DIV'N.	
DRAWING	F-997
SHEET NO.	1

DRAWER

Location of Tracks

Across Bull Run Pipe Line Property

Portland, Oregon

~~Beginning~~ Commencing at the northeast corner of the Bull Run Pipe Line property, as described in Book 209, Page 133, deed records of Multnomah County, said point also being the westerly line of the land of the Southern Pacific Company; thence West, along the northerly line of said property a distance of 87 feet to the actual point of beginning; thence Southeasterly a distance of 40 feet to a point in the south line of said property.

Also ~~beginning~~ commencing at the northeast corner of the Bull Run Pipe Line property, as decscribed in Book 209, Page 133, deed records of Multnomah County, said point also being the westerly line of the land of the Southern Pacific Company; thence West, along the northerly line of said property, a distance of 145 feet to the actual point of beginning; thence Southeasterly on a curve to the left having a radius of 382.24 feet, an arc distance of 40 feet to a point in the south line of said property.

Also beginning at last said point of beginning, thence Southeasterly on a curve to the left having a radius of 382.24 feet a distance of 20 feet; thence on a number 7 turnout to the right 20 feet to a point in the south line of said property.

Prepared by L. G. Hummel

Oregon Division

January 25, 1966

To Portland

Engine House

864.5

35' Water Works for Bull Run Pipe Line as Per B 209 P 133

To Interstate 5

P. G. E Co.

LEGEND

Red shows track

Shows S.P.Co. property line

Shows P.T.Co. property line

Ref. City Ry Sec. Map 3230

OREGON DIV'N.
DRAWING A-2979
SHEET NO. 1

Engine House

To Portland

E. THIRD AVE.

To San Francisco

Pipe Line as Per B 209 P 133

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
MAIN LINE
EAST PORTLAND
Location of tracks
across Bull Run Pipe Line property
Scale 1" = 100' LGH January 24, 1966

LEGEND
Red shows track
Shows S.P.Co. property line
Shows P.T.Co. property line

DRAWER

January 14, 1966

Mr. E. A. Kendrew
Assistant Engineer
SOUTHERN PACIFIC RAILROAD CO.
Union Station
Portland, Oregon

Re: Contract: 6576

Dear Mr. Kendrew:

Sometime ago, we furnished the City Engineer's Office in Portland with copies of your Railroad Yard mapping showing proposed track revisions in the East Marquam Bridge area for preliminary study of existing permits and ordinances, and new permits and ordinances which would be required.

This was intended to expedite the obtaining of necessary easements for new trackage.

Attached is a letter received from the City Engineer, which we are forwarding for your information.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By:

A. V. Benedict
Assistant Metropolitan Engineer

AVB:ds

Enclosure

bcc: Mr. T. W. Litchfield

Kendrew

M A. BOWES
...GINEER
EPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
CHIEF OF OPERATIONS
NORMAN R. DRULARD, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON

January 11, 1966

A. E. Johnson, Metropolitan Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Mr. A. V. Benedict, Ass't. Metropolitan Engineer

Re: Relocation of railroad tracks at east end of Marquam Bridge

Dear Sir:

In your letter of November 24, 1965, you have asked for a preliminary study relating to the relocation of railroad tracks which would accommodate the proposed Marquam Bridge ramp structure on the east side of the Willamette River.

We have had our street and underground divisions and the Water Bureau go over the locations you have indicated on the map which accompanied your letter. They have reported that under certain conditions the relocations would be acceptable to the City of Portland. However, the scale of the map made it somewhat difficult to determine precise locations, so we will reserve the right to make changes as needed to conform with our codes.

Since it is necessary for the Council to make final sanction, a new ordinance relating to the relocated tracks must now be drawn and sent to that body for passage. This ordinance would be made in favor of the interested railroad company or companies involved, and it would now be up to them to make the next move. They should submit a written application to the City Engineer requesting the change.

We will be happy to furnish whatever further information you may desire.

Very truly yours,

N. R. DRULARD, P.E.
City Engineer

METROPOLITAN ENGINEER
RECEIVED
JAN 13 1966
ME AME AME ME ME MTE

WSL:tl

RECEIVED
FEB 4 - 1966
FOR FILING

I-5-6(10)E 1

February 3, 1966

346

Mr. H. M. Williamson
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Dear Mr. Williamson:

Reference is made to your letter of January 14, 1966, in which you submitted plans and specifications for the relocation of your trackage in the S. Marquam interchange area.

The plans and specifications are adequate and are hereby approved; however, I suggest one addition to your specification to better co-ordinate the work: I believe there should be added under Section 5 - Control of Work, a subsection "I" which should contain the following clause:

> "I. The contractor shall schedule and perform the work under the contract in such a manner as to best accomodate the work in progress in the area under the State Highway Department's direction, consisting of work on the Marquam Bridge approaches and re-establishment of Portland Traction Company buildings."

With regard to approval of awarding contract after receipt of bids, we desire to consider the tabulation of bids received before giving our concurrence in award.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

LHY:mb
cc: BPR
L. H. Young
C. H. Maison
T. Litchfield
Forrest Cooper
F. Morgan
V. G. O'Neil
R. H. Chase
I. Merchant
R. L. Porter
Victor D. Wolfe

Southern Pacific Company

2023

JAN 17 66

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISBEN
ASSISTANT CHIEF ENGINEER
E. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

January 14, 1966

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

IN REPLY PLEASE REFER TO

911700/323
0-PD-62-9

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

This is in connection with the East Marquam Interchange involving rearrangement of Portland Traction Company facilities in Portland.

Enclosed are two copies of Bid Sheet and Specifications, which we propose to use in soliciting competitive bids for accomplishing the rearrangement of the trackage.

While we consider these specifications to be more or less complete, we have not yet received final approval from the Union Pacific.

Will you please let us know whether or not specifications substantially in accordance with the attached will be satisfactory to the State for use in soliciting bids, and also whether or not you approve of our awarding a contract to the lowest acceptable bidder.

Yours very truly,

H M Williamson
Le

Encls.

RECEIVED
JAN 18 1966
OFFICE ENGINEERING
DIVISION

RECEIVED
JAN 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 14 1966

I-5-6(58) 301

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

C-772

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 2, 1966

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(58)301
East Marquam Interchange Unit
Eastbank Freeway Section
Portland Traction Co. Revision

REFERRED TO
By Asst. State Hwy. Engr. 2-14

w/ends.

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby conditionally approved with the understanding that you will make any changes found necessary upon completion of our review. You are authorized to advertise the project for bids under the terms of the draft of the railroad agreement approved by this office on December 15, 1965. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use, and further that control of access rights have been acquired or rights of entry obtained, with relocation advisory assistance provided as indicated in Mr. Moehring's January 31, 1966 report.

Written evidence that the railroad has approved the design plans and executed the agreement should be furnished prior to your requesting our concurrence in award.

Any amounts included in the railroad engineering and inspection item involving protective services for future stages of construction should be eliminated from this project or reference made on the estimate for such future projects that such services will be billed under this project. If the latter alternative is selected, Project I-5-6(41)301 should be so modified to be consistent unless separate billing is anticipated.

We note that you have not programed the utility adjustments included in Mr. Litchfield's January 31, 1966 inter-department correspondence. Though Mr. Litchfield indicates the State will reimburse these utilities, it should be noted that even if the work were programed, eligibility for Federal-aid participation would be questionable under the provisions of subparagraph 4b of PPM 30-3 wherein the railroad company must exercise its rights under the provisions or conditions of the permit or easement under which the utility company occupies railroad right of way.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Copies to Morgan Moehring Litchfield 2-14-66

Projects:

I-5-6(1)295, SW. Third Avenue - Washington County Line
I-5-6(2)297, SW. Montgomery - SW. Third Avenue
I-5-6(14)301, Russell Street - Harbor Drive
I-5-6(25)303, N. Portland Blvd. - Russell Street
I-5-6(20)306, Columbia Blvd. - N. Portland Blvd.
I-5-6(17)307, N. Portland Harbor - Columbia Blvd.

This inventory will make it possible for all excess parcels on a project to be processed for disposition at one time, rather than by individual submission. We believe that the resulting savings of time expended in processing the accompanying "paperwork" would be beneficial to both the State and this office.

In conducting your inventory consideration should be given to insure that the release of right of way will not adversely affect traffic operation, safety, or your efforts to restore, preserve, or improve the scenic beauty adjacent to the highway in accordance with the intent of Title III of the Highway Beautification Act of 1965.

Costs of your inventory may be charged against the respective projects as a Right of Way Incidental item.

RECEIVED
FEB 3 1966
FOR FILING

Form CD-12
(11-63)
(Prea. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6772

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 31, 1966

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(58)301
East Marquam Interchange Section
Portland Traction Co. Track Adjustment

Plans and specifications for a portion of the subject project which is to be contracted by the railroad have been reviewed and are hereby accepted. You are authorized to proceed with appropriate solicitation of bids by the railroad based on the estimated cost of the work included in the agreement approved by our December 15, 1965 memorandum.

Our concurrence in award of contract will be necessary if the lowest qualified bidder is not selected due to consideration of the least number of days to perform the work.

We note that the Southern Pacific Company is to make some track adjustments with its own forces which the second full paragraph on page 3 of the agreement indicated would be done by contract. Eligibility of such work for Federal-aid participation would appear to be questionable unless it is covered by a supplemented or separate agreement.

We understand that 60 track feet of double rail is involved in each of the 90# turnouts.

Capt. Pate

Litchfield - see me

REFERRED TO
Litchfield - Young -
By Asst. State Hwy. Engr.
Mason - Mahony - Morgan
Johnson 2-2-66

RECEIVED
FEB 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 2 1966
SP*18102-724

FOR FILING

I-5-6(58)301

6772

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1966

To: Mr. L. H. Young
Office Engineer

OFFICE ENGINEERING

SUBJECT: Right of Way Status
Building Rearrangement
Portland Traction Company
East Marquam Interchange
Area
Pacific Freeway
Multnomah County

An agreement was entered into on December 14, 1965 between the Highway Department and Portland Traction Company which provides for entry by the State and its contractors to rearrange the Portland Traction Company's buildings. This agreement was approved by Mr. Dec of the Bureau of Public Roads on December 15, 1965.

The agreement further provides that in the event we cannot agree with the Traction Company on the consideration for the real property, we will institute condemnation proceedings. I can, therefore, certify that the right of way and all access rights have been or will be acquired. I can foresee no reason why the contractor cannot enter the property for construction purposes.

Relocation advisory assistance has been offered to the Portland Traction Company tenants as required.

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:jp
cc: F. B. Klaboe
G. E. Rohde
C. H. Maison
N. R. Mitchell

RECEIVED
FEB 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 - 1966
FOR FILING

I-5-6(58)301
6772

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1966

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Portland Traction Co. Building Project
E. Marquam Interchange Unit
Eastbank Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(58)301

Right of Way Status Report for February 24, 1966 Contract Lettings:

1. EAST MARQUAM INTERCHANGE UNIT, EASTBANK FREEWAY SECTION: Portland Traction Co. Building Project

Attached you will find two copies each of our Staff Attorney's letter to the companies listed below:

Company	Conflict	Cost to State
1. PGE	Steel Transmission Tower	$ 2,500
2. PGE	Power Poles	3,000
3. PP&L	Power Poles	2,300
4. PNB	Telephone Facilities	1,000
5. NNG	Gas Vents and Valves	None

It is not anticipated the State will be required to reimburse any Utility for additional right of way.

The above-mentioned Utilities are in conflict with the proposed railroad relocation and, therefore, must be adjusted in conjunction with the railroad work. The railroad is working out a proposed schedule and the Utility companies have indicated they will be able to make their adjustment during the life of the contract in accordance with any reasonable schedule. Therefore, no delays are anticipated.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
C. H. Maison
D. H. Moehring
V. G. O'Neil
L. H. Young (2)

RECEIVED
DEC 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 - 1966
FOR FILING
I-5-1(58)301
6772

January 31, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Complete P. S. & E. documents for the following project has been submitted to your department and accordingly, we are requesting your authorization to advertise for bids to be received Feb. 24, 1966.

East Marquam Interchange, Portland Traction Co. Revision
Project No. I-5-1(58)301

There is hereby incorporated by reference, as a condition of approval of this project by the Bureau of Public Roads for Federal-aid participation, the language specified by Section 60-1.3(b)(1) of the regulations of the President's Committee on Equal Employment Opportunity (as adapted by the Bureau and set forth on pages 12-H through 12-K, of the Labor Compliance Manual, Federal-aid Construction); and such specified language will be set forth in full in the project agreement.

In compliance with PI 21-5-63, the Fish and Game Commissions have been furnished data on the above project, for their consideration of the effect of construction on fish and wildlife and their recommendations of measures to minimize any detrimental effects which may result from the proposed construction. The Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to avoid undue siltation or the deposition of chemical or petroleum wastes in the streams as stated in the standard specifications. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with P. 16 PPM 21-6.3, specific single materials or products called for in the specifications of the above project have been justified and were approved by your letters dated March 9, 1964 and November 1, 1965 subject to P. 16 PPM 21-6.3, "Product Selection and Bidding Procedures."

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the over-all interests of the public in Federal-aid highway programs and programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding the project. This project does not affect any of the above mentioned resources.

We are forwarding utility and right of way status reports dated January 31, 1966.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Attach.

DAR:ia

RECEIVED
JAN 25 1966
FOR FILING

I 5-6(24)301

6773

3.44K

BUILDING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1966

To: Mr. D. H. Moehring
Right of Way Engineer

SUBJECT: Moving of Occupants of Buildings
E. Marquam Interchange Section
Pacific Highway - Multnomah County
File No. 28365

The subject project requires the moving of the occupants of four buildings occupying railroad property. We have received advice from Mr. Ted Dec of the Bureau of Public Roads that the moving of these occupants is to be handled in the following manner: the occupants of the Pacific & Atlantic Shippers Building and the Portland Traction Company office building are to be moved as per PPM 30-3. The occupants of the Flynn Forwarding Company Building and the Pioneer Car Loading Building are to be moved as any other commercial business and will be subject to the usual $3,000.00 limit.

Mr. E. A. Kendrew of the Southern Pacific Company has been advised of this fact and Mr. J. J. Smith has been in contact with Mr. P. A. Adams of the Portland Traction Company to leave appropriate forms with him. I have asked Mr. Kendrew to have an estimate prepared for the moving of the occupants of each of these buildings.

It is my understanding that the moving of the Flynn Forwarding Company and the Pioneer Car Loading Company will be handled through your office by Mr. Robert Gormsen. The moving of the occupants of the P & A Shippers Building and the Portland Traction Company Building will be handled through this office in the same manner as any other move of a railroad facility.

F. D. Morgan
Construction Engineer

NOTED
F.B. KLABOE

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: R. L. Porter
F. B. Klaboe
A. E. Johnson
Tom Edwards
Robert Shotwell

RECEIVED
JAN 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 13, 1966

SUBJECT: East Marquam Interchange

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

The following is submitted to document information previously given to you by telephone.

On Monday, January 10, Mr. E. L. Hardt and I met with Mr. Phil Adams of the Portland Traction Company and Mr. Don Criss of Holman Transfer Company regarding the expediting of entering the P & A building for demolition and bridge construction. This meeting was held to expedite the possibility of moving a portion of Holman's operations to another or other buildings in order that the demolition work could be expedited. Mr. Adams pointed out that if Holman's operations were transferred to a building served by other railroad lines, there would be a loss of revenue to Portland Traction Company and he doubted that the parent companies would approve such a move at this time.

Mr. Criss indicated that transfer of any of Holman's operations to the west side of the river would hamper their business and that they could not consider such a move.

At the present time, Holman Transfer Company is operating from several buildings on the east side of the river which are served by Portland Traction Company, and it was agreed that Mr. Criss would investigate the possibility of their company transferring their activities to these buildings in order that they may vacate the portion of the P & A building to be demolished. Mr. Adams requested that we also consider the possibility of erecting a temporary warehouse building to serve Holman Company in the interim.

It was later determined that a temporary warehouse building would cost approximately $30,000 and probably should not be considered.

On Wednesday, January 12, Mr. Phil Adams called Mr. Hardt and stated that he had conferred with architect Marks regarding the new warehouse building and he had estimated that the warehouse portion only could be made ready for occupancy in 60 days. Mr. Adams proposed that the specifications provide for occupancy of the warehouse portion only within 60 days and the completion of the remaining building by the building contractor with occupancy by Holman Company and without interference to Holman Company's operations. This information was passed on to Mr. Virgil O'Neil for writing specifications.

On Thursday, January 13, Mr. Marks indicated plans were being submitted this date to the Portland Traction Company for submission to the parent railroad companies for approval of corrections required by them. Mr. Ernie Kendrew, Southern Pacific, stated that they would be sent to San Francisco for approval. He indicated that if we made no alterations in the architectural plans, but merely put our title on the plans, there should be no problem about additional submissions. He did state that the specifications would be sent to San Francisco for approval and indicated that plans should be sent at that time with the specifications merely for comparison purposes.

Mr. Kendrew stated that our agreement with the railroad did not provide for the moving of the various agencies occupying the present buildings. He stated that he understood from Mr. Ted Litchfield that both the Portland Traction Company and the Holman Company, occupying the P & A building, would be moved in accordance with PPM 30-3 with no definite limit as to amount and that Flynn and Pioneer would be moved under right of way provisions with the usual $3,000 commercial limit. Mr. Kendrew asked that if there were to be arrangements different from these, that he be advised.

This matter is referred, by carbon copy of this letter, to Mr. Litchfield for answer.

A. E. Johnson
Metropolitan Engineer

AEJ:sh
cc Mr. R. L. Porter
Mr. F. D. Morgan
Mr. T. W. Litchfield
Mr. Robert Shotwell
Mr. Tom Edwards

RECEIVED
JAN 26 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1966

I-5 6(28) 301
6772

To: Mr. R. L. Porter
Deputy State Highway Engineer

B u i l d i n g

SUBJECT: Opinion
Construction Agreement
Portland Traction Company
Anti-discrimination clause
and January 3, 1966,
cover letter.

L

You have inquired whether the last paragraph of the January 3 letter of Portland Traction Company's President, G. H. Baker, which sets forth the railroad's understanding and intended meaning of the word "contracts", as contained in Section 10 of subject agreement, takes the agreement outside the Federal Regulation.

It is my opinion that the understanding and intent of the railroad is consistent with the Regulation.

Said Section 10 states two undertakings by the railroad under 15CFR Part 8: (1) to comply fully with all of the provisions of said law (78 Stat. 252, 42USC 2000d to 2000d-4) and (2) to include within any of its contracts, Appendix A.

NOTED
F.B. KLARDE

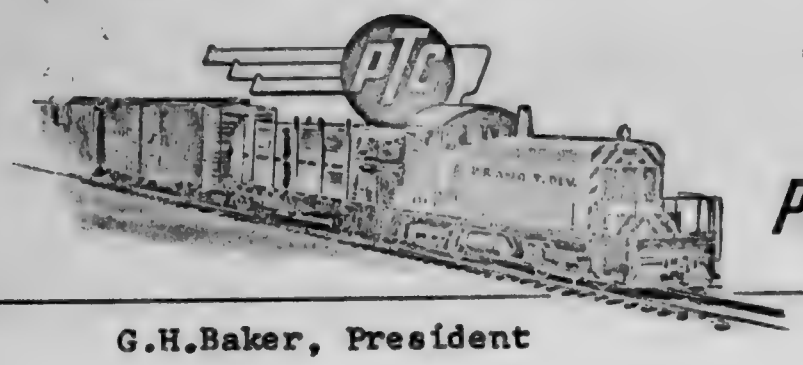
Reference to said Regulation's Appendix A in subsection (6) reveals that its provisions relate to subcontracts. Apparently the question in the railroad's mind is, does Appendix A (6) apply to all of the railroad's "contracts", including those outside the work contemplated in this particular agreement. This question should be allayed by referral to the explanatory heading which follows the Appendix A title. The heading paragraph reads in part: "During the performance of this contract, the contractor, for itself, its assignees and successors in interest. . . ." (emphasis added). This language to me limits the undertaking of the railroad to such subcontracts as it may enter into for the purpose of performing the instant contract and not to other concurrent activities of the contractor. Any other interpretation, which would call for all the railroad's other activities to automatically be subject to 15CFR Part 8, is such a radical departure from contract law that it is inconceivable to me that even the Bureau could envision such an all encompassing effect.

G.E. ROHDE
Chief Counsel

RECEIVED
JAN 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

GER:JNH:ja;gh

cc: Frank C. McKinney



PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

G.H.Baker, President

January 3, 1966

Mr. Forrest Cooper, State Highway Engineer
State of Oregon, State Highway Department
Salem, Oregon 97310

NOTED
R. L. PORTER

Dear Sir:

Your letter of December 15 regarding agreement with Portland Traction Company covering the east Marquam Bridge interchange in Portland:

Agreement dated December 14 now has been completed and the State's counterpart is attached for your records which now will allow your proceeding with the work contemplated.

It is Portland Traction Company's specific understanding and intent that the word 'contracts' in Section 10 includes only subcontracts and procurement contracts entered into in furtherance of the enclosed agreement, as required by Section 6 of Appendix A. Unless you advise us to the contrary, it is assumed and understood that you concur.

Yours truly,

G H Baker

cc: Mr. W. M. Jaekle - San Francisco
Mr. H. M. Williamson - San Francisco
Mr. R. B. Kester - Portland
Mr. A. W. Kilborn - Portland
Mr. W. G. Johnson - Albina
Mr. P. A. Adams - Portland

RECEIVED
JAN 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 4 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 21 1966

I-5-6 (54) 3A1
6772

GLENN L. JACKSON, CHAIRMAN
MEDFORD
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

January 20, 1966

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

NOTED
R. L. PORTER

Mr. P. A. Adams
Superintendent
Portland Traction Company
1635 S. E. Water Avenue
Portland, Oregon 97214

Dear Mr. Adams:

On Wednesday, January 5, during our meeting with you, Architect Marks, Mr. E. A. Kendrew, of Southern Pacific Railroad, and others regarding the proposed building contract for various Portland Traction Company Buildings, it was pointed out that it was desirable for the Railroad Company's interests to remove as little as possible from the east end of the Pioneer Building. The removal of a portion of this building is necessitated by the construction of Bent C-16. It was mutually agreed, I believe, that in order to remove as little of this building as possible, it would be desirable to have the removal and restoration work at this end of the building performed by our bridge contractor.

At the present time, we are negotiating with our contractor to perform this work, and in order to expedite the ultimate completion of the bridge, it would be desirable to perform this work prior to work by our proposed separate building contract.

For the above reasons, it is requested that approval be given for our contractor to commence this work as soon as our negotiations with him are completed.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

AEJ:sh
cc Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. Ivan D. Merchant
Mr. F. D. Morgan
Mr. Robert Shotwell

RECEIVED
JAN 21 1966

Form CD-121 (11-63) (Rev. by A.O. 236-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 19, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-6(58)301
East Marquam Interchange Section
Portland Traction Company Railroad Adjustment

Mr. Young's January 11, 1966 letter requested a waiver of the 50 percent limitation on subcontracting for the portion of the subject project involving building revisions and construction.

This matter had been a subject of discussion with your representatives, and we recommended that you request such a waiver. After further consideration, we believe it would be more desirable to gain conformance with the Regulations by utilizing the "Specialty Item" clause of Section 1.21(a). Since this type of building construction is not common to the highway program, considerable latitude may be used in the designation of "Specialty Items".

REFERRED TO
By Asst. State Hwy. Engr.
copy to Litchfield 1-21-66

RECEIVED
JAN 20 1966

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 12 1966

Cont
Projects
Misc - Portland
E. Bank
Spec

January 11, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

I-5-6(58)301
E. Approach Hayden Bridge
Adj. of N.H. Facilities

Dear Sir:

We hereby request that the requirement of Section 1.2.1, Part II "Regulations and Standards" of Title 23 be waived in connection with the proposed contract for the building revision and building construction for the Portland Traction Company as programmed under the subject project.

Bidders for this contract will most likely be architectural or building contractors whose normal practice is to subcontract the major portion of the work such as grading, concrete work, electrical and plumbing work, interior building work, heating systems, roofing, etc.

We are of the opinion that it is in the public interest that the provisions of Section 1.2.1, Part II of Title 23 be waived to allow the awarding of the contract to qualified contractors in the building trade whose normal practice is to subcontract more than 50% of the total contract price.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

KMC
LHY:mb
cc: F. B. Kaboe
F. D. Morgan
Ivan Merchant
V. G. O'Neil
M. M. Juve
R. M. Chase

RECEIVED
JAN 27 1966
FOR FILING
I-5-6(5X)70
6772

FORM E-30 3OM 3-65 SP*6670-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 13, 1966

SUBJECT: East Marquam Interchange

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

344

The following is submitted to document information previously given to you by telephone.

On Monday, January 10, Mr. E. L. Hardt and I met with Mr. Phil Adams of the Portland Traction Company and Mr. Don Criss of Holman Transfer Company regarding the expediting of entering the P & A building for demolition and bridge construction. This meeting was held to expedite the possibility of moving a portion of Holman's operations to another or other buildings in order that the demolition work could be expedited. Mr. Adams pointed out that if Holman's operations were transferred to a building served by other railroad lines, there would be a loss of revenue to Portland Traction Company and he doubted that the parent companies would approve such a move at this time.

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It was later determined that a temporary warehouse building would cost approximately $30,000 and probably should not be considered.

On Wednesday, January 12, Mr. Phil Adams called Mr. Hardt and stated that he had conferred with architect Marks regarding the new warehouse building and he had estimated that the warehouse portion only could be made ready for occupancy in 60 days. Mr. Adams proposed that the specifications provide for occupancy of the warehouse portion only within 60 days and the completion of the remaining building by the building contractor with occupancy by Holman Company and without interference to Holman Company's operations. This information was passed on to Mr. Virgil O'Neil for writing specifications.

On Thursday, January 13, Mr. Marks indicated plans were being submitted this date to the Portland Traction Company for submission to the parent railroad companies for approval of corrections required by them. Mr. Ernie Kendrew, Southern Pacific, stated that they would be sent to San Francisco for approval. He indicated that if we made no alterations in the architectural plans, but merely put our title on the plans, there should be no problem about additional submissions. He did state that the specifications would be sent to San Francisco for approval and indicated that plans should be sent at that time with the specifications merely for comparison purposes.

Mr. Kendrew stated that our agreement with the railroad did not provide for the moving of the various agencies occupying the present buildings. He stated that he understood from Mr. Ted Litchfield that both the Portland Traction Company and the Holman Company, occupying the P & A building, would be moved in accordance with PPM 30-3 with no definite limit as to amount and that Flynn and Pioneer would be moved under right of way provisions with the usual $3,000 commercial limit. Mr. Kendrew asked that if there were to be arrangements different from these, that he be advised.

This matter is referred, by carbon copy of this letter, to Mr. Litchfield for answer.

A. E. Johnson
Metropolitan Engineer

AEJ:sh
cc Mr. R. L. Porter
Mr. F. D. Morgan
Mr. T. W. Litchfield
Mr. Robert Shotwell
Mr. Tom Edwards

RECEIVED
JAN 26 1966

FOR FILING

I-5-6(28)301

6772

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 6, 1966

To: MEMO TO THE FILES

SUBJECT: East Marquam Interchange
Pacific Highway

At 1:00 p.m. on January 5, 1966, a meeting was held in the Metropolitan Engineer's office to discuss various problems in connection with contracting building revisions and building construction for the Portland Traction Company in connection with the subject project. The following were in attendance at this meeting:

P. A. Adams	Portland Traction Company
J. A. Meeker	Portland Traction Company
E. A. Kendrew	Southern Pacific Railroad
Raymond Marks	Architect
W. N. Bryant	Bureau of Public Roads
A. E. Johnson	Highway Department
A. V. Benedict	Highway Department
E. L. Hardt	Highway Department
T. W. Litchfield	Highway Department
Virgil O'Neil	Highway Department
Carl Schneider	Highway Department
Jack Hesla	Highway Department
Robert Shotwell	Highway Department

At this meeting, a schedule of priorities and construction sequences was arrived at and details for specifications were discussed for the benefit of Virgil O'Neil, who will prepare Special Provisions.

Mr. O'Neil indicated that a complete new set of Special Provisions would be required by the Highway Department and that writing of the Special Provisions would require approximately 30 days.

Mr. E. A. Kendrew indicated that the revised plans providing for corrections requested by Southern Pacific and

Union Pacific companies had not been approved by these companies, and this approval by both companies must be received prior to contracting. It was also pointed out that in accordance with our agreement with Portland Traction, the specifications must be also approved by Southern Pacific and Union Pacific.

In view of the time required for writing specifications and obtaining approval for final plans and specifications, it was agreed by those in attendance that it would probably be the middle of March before a contract for this building work could be let.

It was pointed out by Mr. Adams of Portland Traction that a portion of the existing railroad dock must be kept in operation during the construction of the P & A warehouse building. They propose to utilize approximately two (2) railroad car lengths, or approximately 110 feet, and move this amount of track to the west to border an existing track so that unloading operations could be maintained. It was agreed that this should be included in the building contract, since it is considered a minor item, as the existing loading dock is built on mud sills and can be skidded into its new position.

A discussion was held to establish priorities and as a result the following priorities were established for the contractor's activities:

1. Shift the above-mentioned loading dock and install new toilets in the Pioneer Building;

2. Construct new P & A Building and add the west end to the Pioneer Building;

3. Construct new Portland Traction Company office building, but not to the extent of interfering with the construction of the P & A Building;

4. Move tenants into new P & A Building and remodel existing P & A Building;

5. Move Flynn Forwarding Company into existing P & A Building; move Portland Traction Company into new office building and demolish existing Portland Traction Company office;

6. Construct the north loading dock and necessary paving and demolish the east loading dock;

7. Construct south loading dock and necessary paving; demolish three (3) buildings (inspection shed, garage and welding shop) and remodel the engine house. This work can be done at the contractor's convenience, as it has no bearing in the sequence of other work.

During the discussion, there were some points brought up that will require clarification:

1. In the agreement with Portland Traction Company, there is no mention made of limits of railroad insurance. Mr. Kendrew called his San Francisco office and it was established that insurance would be in accordance with Bureau of Public Roads' PPM 20-12 for Federal-Aid Projects in the amount of $250,000-$500,000 for P.L. and P.D. and railroad protection. The matter of fire insurance was also brought up and Mr. O'Neil was to check on this matter.

2. Portland Traction Company inquired as to reimbursement for moving of tenants from existing warehouses to new quarters. This matter is not covered by the agreement with Portland Traction. In a discussion with Mr. Rod Porter on January 6, he indicated that the reimbursible items are not limited to those listed in the agreement, but any item such as reimbursement for moving expense must have prior approval of the Bureau of Public Roads. In submitting information for approval, estimated costs should be included.

3. Mr. Adams indicated that no provision has been made for illumination at the new loading docks and since the existing docks are illuminated for night operation, this will also be required for the new docks. Mr. Ray Marks, Architect, will provide for illumination on the plans. He will also indicate on the plans the necessary moving of the existing railroad dock mentioned above.

4. Mr. Marks inquired as to fireproofing of buildings within 100 feet of the structures to satisfy City Codes. It was determined that our agreement with Portland Traction provides for the architect to prepare plans for such fireproofing on the buildings mentioned, and Mr. Marks was advised that this should also be shown on the plans.

5. Inquiry was made as to who obtains the building permit from the City of Portland. It was indicated that this was usually left for the building contractor to obtain; however, a check will be made by the Metropolitan office to determine if this should not be obtained by the State in the interest of expediting work.

On January 6, Mr. Marks advised that he had checked with the City of Portland Building Division and determined that there was in effect a charge of $1.40 per 100 square feet for a building permit for new buildings. Fifty percent of this would apply for checking of plans. For the new warehouse building and the new office building, this would amount to approximately $275 and half of this, or $137.50, would be required for checking of plans. In addition, there will be required a fee for a permit for remodeling amounting to $7.50 for the first $1,000 of work and $5.00 for each additional $1,000 of work. For our required remodeling it is estimated this fee will amount to about $250.00. In the interest of expediting work when the contract is let, it is recommended that the Highway Department proceed with plan checking with the City of Portland at this time, paying approximately $137.50. It is recommended that this be submitted to the Bureau of Public Roads for participation.

6. Mr. Kendrew, Southern Pacific, indicated that usage of the new unloading docks would require paving around the ramps and docks and for access to them. Some of this will be required by the building contractor and some by the Railroad's contractor for shifting tracks. The amount required by the building contractor will be shown on the plans by architect Marks.

7. The question of alterations to the east end of the Pioneer building was brought up and it was agreed that since the construction of a footing and column for the bridge is involved in the area now occupied by the east end of the building, the cutting off and reestablishing of the east end of the building would be better handled by our bridge contractor, Lord Brothers. It was indicated that this has previously been submitted to Mr. Herb Schell, BPR Area Engineer, who was in accord with this proposition. Therefore, this work will not be included in the building contract. The addition to the west end of the Pioneer building, however, will be included in the contract. Portland Traction Company indicated that it may be necessary to make a temporary shift of tracks in this location in order to build our footings and column and reconstruct the east end of the Pioneer building. They indicated that this amount of track shifting was considered minor and could be done by Portland Traction Company forces provided the Highway Department would reimburse them.

It was agreed at this time that if such work is necessary, it would be handled on a State Force Order basis with prior approval from both Salem and the Bureau of Public Roads.

Discussion was held concerning time required for construction and remodeling of the buildings and proposed completion date, or dates. Mr. Marks estimated that construction of the new warehouse would require 120 calendar days, or four months, and Mr. Carl Schneider concurred in this estimate. It was pointed out there may be delays in either obtaining or having fabricated, various materials required for the buildings. In this event, it is possible to occupy the building prior to its completion for final acceptance. It was agreed that the specifications should provide for occupancy in 120 calendar days, with a final completion date somewhat later.

On the above basis, occupancy of the new warehouse building and office building could not be anticipated prior to August 1, 1966. This is based on not being able to award a contract until about April 1 due to time required for writing specifications and obtaining railroad approval for final plans and specifications. After August 1, demolition of half of the existing P & A Warehouse Building would be required prior to turning the site over to our bridge contractor. It is anticipated that it will take the bridge contractor four months to complete this section of the structure, and on this basis, opening of the Marquam Bridge and East Marquam Interchange could not be expected prior to January 1, 1967.

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. Ivan D. Merchant
Mr. Carl Schneider
Mr. T. W. Litchfield
Mr. Jack Hesla
Mr. Robert Shotwell
Mr. Herb Schell
Mr. E. A. Kendrew
Mr. P. A. Adams
Mr. Ray Marks
Mr. L. H. Young,
Att'n Virgil O'Neil

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JAN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 28 1965
FOR FILING
I-5-6(14)301
6772

STATE COPY - R. F. Porter

477 Cottage Street, NE
Salem, Oregon 97301

June 14, 1965

Mr. G. K. Hobbs, Chief Counsel
Salem, Oregon

08-35.EC

Original signed by
T. Doc
Eng. Coordinator

T. Doc, Assistant Division Engineer
Salem, Oregon

Eliney

Oregon Project I-5-6(14)301, East Marquam Interchange
Portland Traction Company Indenture - File No. 28365

Mr. McKinney's June 10, 1965 letter furnished a proposed draft of an indenture to obtain an air space easement from the Portland Traction Company for the construction of the East Marquam Interchange section requesting our approval thereof.

It is noted that the form utilized essentially is the same as the Portland General Electric Company easement issued on this same project. We understood that the railroad has objected to the use of such a format and preferred to utilize its own procedures. Under such circumstances it appears that the railroad undoubtedly will completely redraft the instrument possibly changing the intent. We indicated previously that the railroad's form would be satisfactory provided it was modified by liberalizing the rights it reserved to include buildings of fireproof construction upon notification to the State with additional restrictions such as making the entire easement area subject to the safety regulations of the Interstate Commerce Commission in the handling of commodities on railroad yard tracks. Your draft appears to incorporate these features, however, prior to our comments on details or approval of your proposed draft, you should obtain the Southern Pacific Company's views as to whether the form and other features are acceptable.

RECEIVED
JUN 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 10, 1965

NOTED
R. L. PORTER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Attention Mr. T. Dec

Re: Proposed Easement
Portland Traction Company
File No. R-28365

Gentlemen:

Enclosed is a copy of the easement as proposed for the acquisition across Portland Traction Company for the East Marquam Interchange project.

This easement is being submitted to you for your consideration and recommendations as discussed with you by Mr. R. L. Porter May 9, 1965 during a conference concerning the form of the easement with Mr. G. E. Rohde. The easement as submitted is acceptable on our part. Your approval is hereby requested as a follow-up to the verbal request of Mr. Porter.

Action as soon as possible on behalf of the Bureau of Public Roads is asked in order that a form of easement as approved by you can be submitted to Portland Traction and the appraisers for reappraisal in accordance with the provisions of the easement.

Yours very truly,

G. E. ROHDE
Chief Counsel

By
FRANK C. McKINNEY
Acting Assistant Counsel

RECEIVED
JUN 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ALR:bg

Enc.

cc R. L. Porter
G. E. Rohde
Ted Litchfield

File No. 28365

E A S E M E N T

KNOW ALL MEN BY THESE PRESENTS, That for and in consideration of the sum of Ten and No/100 the ($10.00) dollars and other good and valuable consideration, receipt of which is hereby acknowledged, PORTLAND TRACTION COMPANY, an Oregon corporation, hereinafter called "Grantor," has granted and by these presents does grant unto the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "Grantee," easements of the nature and at the locations as hereinafter set forth and described for the construction, operation, inspection, maintenance and reconstruction of the Pacific Highway over, upon and across the following described real property of Grantor, subject, however, to the reservations hereinafter set forth. Said easements are described as follows:

I. A perpetual and exclusive easement for elevated highway structures, supporting bents and other necessary related facilities over, upon and across the following described parcels of real property, to wit:

[insert description]

II. A perpetual easement over, upon and across Grantor's adjacent real property to provide necessary access to the real property described in paragraph I above for the purpose of inspecting, repairing, maintaining and reconstructing said highway structures.

RESERVING, however, unto Grantor, its successors, legal representatives and assigns, the following described rights in said perpetual and exclusive easement area described in paragraph I above, and hereinafter referred to as "exclusive easement area":

1. The Engine House, the Pacific and Atlantic Shippers building and the Pioneer Car Loading building, the latter two as reconstructed pursuant to an agreement between the parties hereto in order to conform said buildings with the construction of the highway structures, may remain in place as they encroach into the exclusive easement area and may continue to be used in the operations of Grantor.

2. New buildings of fireproof construction may be constructed within the exclusive easement area after notification to Grantee of the intent to build, the location of the building and submitting a copy of the building plans.

3. Railway tracks may be constructed, operated, maintained and reconstructed within the exclusive easement area in accordance with Oregon Public Utility Commissioner's regulations. Grantee shall be notified of the location of railway tracks constructed hereafter within the exclusive easement area. Railway tracks as relocated pursuant to an agreement between the parties hereto and existing tracks not needing relocation may be operated, maintained and reconstructed.

4. Vehicular and pedestrian roadways and parking areas for motor vehicles may be constructed, used and maintained within the exclusive easement area.

5. Overhead and underground electric, telephone and telegraph circuits, water, oil, gas, steam, air, sewer and drainage lines and

other such facilities required in the operations of Grantor, as they are presently located or as they are relocated pursuant to an agreement between the parties hereto in order to conform with the construction of the highway structures, may be operated, maintained, altered and reconstructed by Grantor within the exclusive easement area and additional such facilities may be constructed, operated, maintained and reconstructed within said exclusive easement area; provided that all applicable state and federal safety regulations are complied with. Grantee shall be notified of the location of the additional facilities.

6. Commodities of such kinds and in such quantities as are allowed pursuant to Interstate Commerce Commission regulations may be handled in the normal operations of Grantor. There shall be no storage of inflammable, volatile or explosive substances within the exclusive easement area.

7. Passage may be had across the exclusive easement area at ground level to serve Grantor's property on each side of the exclusive easement area and such other use, when in the normal operations of Grantor, as may be made of the exclusive easement area which is not inconsistent herewith.

In exercising the above-reserved rights and in conducting its operations on the exclusive easement area, Grantor, its successors, legal representatives and assigns, agree that no building or activity shall extend above a plane which is eight feet below the underside of said highway structures and within five feet of the supporting bents or

would otherwise interfere with any other necessary related facilities as located within the exclusive easement area by Grantee.

It is further agreed that there shall be no rights of access of any nature between the roadways of the highway structures constructed on the exclusive easement area and Grantor's property adjacent thereto. It shall be the obligation of the Grantee to operate and maintain said highway structures in such a manner so as not to unduly hinder or interfere with the facilities and normal operations of Grantor within the exclusive easement area when such facilities and operations are in accordance with the reservations expressed herein.

TO HAVE AND TO HOLD said easements and rights above described unto the STATE OF OREGON, by and through its State Highway Commission, its successors and assigns, forever.

And Grantor does hereby covenant to and with Grantee that Grantor is the owner in fee simple of the property over which the above-described easements lie free and clear of all encumbrances and that it has a legal and valid right to execute this instrument, and that it will warrant and defend these easements from all lawful claims whatsoever.

IN WITNESS WHEREOF, Grantor, by order of its Board of Directors, has caused its corporate seal to be affixed hereto and its Presi-

dent and Secretary to execute these presents on behalf of Grantor this _____ day of _____, 19____.

PORTLAND TRACTION COMPANY

(SEAL)

By _____
President

By _____
Secretary

STATE OF OREGON)
) ss.
County of Multnomah)

On this _____ day of _____, 19_____, before me appeared _____ and _____, both to me personally known, who being duly sworn, did say that he the said _____ _____ is the President, and he the said _____ _____ is the Secretary of PORTLAND TRACTION COMPANY, the within named Corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said Corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and _____ _____ and _____ acknowledged said instrument to be the free act and deed of said Corporation.

IN TESTIMONY WHEREOF, I have hereunto set may hand and affixed my official seal the day and year last above written.

_____
Notary Public for Oregon
My commission expires:_____

F-135(7) Burnside-Big Creek Sec., 1966
Col. R. Hwy. (Grading, Pav.,
#6773 and 3 structures) [redacted]

149R 449

C+A 3008

C+A 3018

C+A 3019

RECEIVED
MAY 25 1970

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 21, 1970

In reply refer to: 08-35-DB

FC F-135(7)
6773

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. M. D. Glenn

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-135(7)
Burnside - Big Creek Section
Plant Mix Stone Base Aggregates

Reference is made to Mr. Glenn's letter of April 23, 1970 concerning stone base aggregates which were incorporated in the project with a sand equivalent below the specified minimum of 30. This letter was in response to our memorandum of December 4, 1967.

The information submitted with Mr. Glenn's letter has been reviewed. While we agree with the quantity computation for the nonspecification material (44,384 tons) we cannot accept the proposed method for establishing an equitable price reduction for the nonspecification material.

This problem occurred because of a difference in interpretation as to the point of acceptance of the aggregate material. Your specifications have since been revised to alleviate future problems of this nature.

Based on this affirmative action and our further review of the matter the 25 percent price adjustment set forth in our December 4 memorandum does not appear equitable. The price reduction should reflect only the cost of upgrading the nonspecification material with cement, i.e., $9,762.52.

Please advise if this meets with your approval so that the final voucher can be processed and the project closed.

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MAY 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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APR 27 1970
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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 23, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

RE: Burnside-Big Creek Section
Contract No. 6773
Plant Mix Stone Base Aggregates
Ref. No. 08-35-DB

ATTENTION: Mr. G. K. Hoesner

Dear Sir:

As agreed upon at our meeting, the quantity of stone base aggregates incorporated into this project which did not comply with the specified minimum sand equivalent requirement of 30 has been determined to be 44,385 tons. The contract bid price for this material was $2.65. The 25 percent of bid price which you believed to be a proper minimum adjustment for your acceptance of this project would amount to $0.66 per ton for a total of $29,294.10.

The reduction proposed is considered excessive considering the cost of upgrading this material with cement which was investigated prior to placement. The cost to the State for this work would have amounted to $9,762.52 or only $0.22 per ton. The cost to do this work could not be justified considering the negligible improvement in quality and strength after treatment.

Failure of our specifications to definitely state the point of acceptance during production, which was in conflict with your policy as contained in PPM 20-62, is considered the cause for the reduction in price.

As you have concurred that the material met the specifications during production and that the deviations in sand equivalent values at the time of placement would not adversely affect the base design, the basis for the reduction in price should be the degree of specification compliance at the time the material was placed, not for the cost for additional improvement in quality.

Based on the assumption that all the specification requirements, gradation, Liquid Limit, Plastic Index and Sand Equivalent, are of equal importance and that

the average sand equivalent value for this material was 27, the degree of specification compliance was 97.5 percent and the reduction in bid price should only be 2.5 percent. This would amount to $0.07 per ton for a total of $3,106.95. The computations for this determination are attached.

There is a precedent for this determination. The same basis for a price reduction from the contractor was used for the same deviation in specifications on the Anlauf-Elkhead Road Section of Interstate 5 with the approval of your representatives.

Your consideration of $0.07 per ton for a total of $3,106.95 as an equitable reduction in price for your acceptance of this project is therefore requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By M. D. Glenn

M. D. Glenn
Field Testing Engineer

MDG:fw
Attachment
cc F. B. Klaboe

RECEIVED
APR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BURNSIDE-BIG CREEK SECTION
CONTRACT NO. 6773

COMPUTATIONS FOR REDUCTION IN COST OF
NON-SPECIFICATION PLANT MIX STONE BASE

Total Amount Used		101,297 Tons
Placed during production, 8-66 to 10-66		29,800 Tons
Amount placed during 1967 construction season		71,497 tons
Quantity tested for S.E. at pugmill and/or roadway:		
6-5-67 to 6-29-67		44,400 Tons
Quantity with S.E. + 30		16,816
Quantity with S. E. -30		27,584
Percent complying with S. E. spec.	$\frac{16,816}{44,400}$	38%
Percent with non-spec. S.E.	$\frac{27,854}{44,400}$	62%

Material placed from 6-29 to 8-26-67 was not tested for S. E. value as resident engineer judged it to be substantially the same quality as that placed from 6-5 to 6-29. Assumed ratio of failing material to be the same.

Percent non-spec. S.E. = 27,097 x 0.62 = 16,800 Tons

Quantity subject to reduction in price:

Placed 6-5 to 6-29-67		27,584 tons
Placed 6-29 to 8-26-67		16,800
	Total	44,384 Tons

Bureau of Public Roads recommended 25 percent adjustment of bid price.

Bid Price $2.65 per ton x 0.25	$0.66/ton
44,384 Tons x $0.66/ton	$29,293.44

Estimated cost for cement treatment, 4 inches deep with 4 percent cement. Contractor to perform mixing at no additional cost and State to furnish cement as per agreement.

Square Yards to be treated as determined by Resident Engineer 38,600 Sq. Yds.

38,600 Sq. Yds. x 0.1111 = 4,288 Cu. Yds.

4,288 C. Yds. x 1.89 $\frac{\text{tons}}{\text{cu. yd.}}$ = 8,104 Tons

8,104 Tons x 0.04		324 Tons Cement
+ 10% allowance		31
	Total Cement required	355 Tons
355 Tons X $27.50/ton		$9,762.50

Reduction pro-rated over total tonnage of nonspecification material:

$$\frac{9,762.50}{44,384 \text{ Tons}} = \$0.22 \text{ per ton}$$

Assuming all tests equal importance:

Gradation	25%
Liquid Limit	25%
Sand Equivalent	25%
Plastic Index	25%
Total	100%

Average S.E. value non-specification material - 27

$$\text{Actual } \frac{27}{30} \text{ Specified} = 90\%$$

Relative value = 25% x 90% = 22.5%

Degree of specification compliance	=	75% + 22.5%	=	97.5%
Reduction for non-compliance	=	100% - 97.5%	=	2.5%
Reduction in bid price	=	$2.65 x 0.025	=	$0.07/ton

Total = 44,385 Tons x $0.07/ton = $3,106.95

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FEB 17 1969
FOR FILING
F-135(7)
6773

February 13, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Federal-aid Project Acceptance
Project No. F-135(7)

Dear Sir:

Your September 11, 1967 endorsement noted that the contract work on Contract No. 6773, Burnside-Big Creek Section, in Clatsop County, Federal-aid Project No. F-135(7), was satisfactory. The State Highway Commission authorized acceptance of the contract as of March 21, 1968.

Attached or listed below are the data necessary for your acceptance of the project:

All participating work under State Force Order by State forces, or others, was completed September 22, 1967.

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (E-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

JK:fw
bc C. H. Maison

RECEIVED
SEP 9 - 1968
FOR FILING
E-135(7)
6771

September 6, 1968

The Aetna Casualty and Surety Company
Bond Department
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

A second post-final payment for $10,587.65 will be made to Peter Kiewit Sons' Company on Contract No. 6773 for grading, paving, and structures on the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,603,903.93 including the post-final payment. Of the total, $7,657.86 is for force account work.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

fkn
cc Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, Washington 98663

Robert B. Clarke
321 Yeon Building
Portland, Oregon 97204

C. H. Maison
Attn: John Herr

RECEIVED
SEP 25 1968
FOR FILING

F-135(7)
6773

August 20, 1968

Peter Kiewit Sons' Co.
215 S. "V" Street
Vancouver, Washington 98663

Gentlemen:

The State Highway Commission at its meeting on August 20 considered your request for an extension of time on Contract No. 6773 on the Burnside-Big Creek section of the Columbia River Highway in Clatsop County.

After careful consideration, the Commission granted an extension of 32 days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc R. D. Asburry
Bob Sandmann
L. H. Young
F. D. Morgan
C. H. Maison

RECEIVED
AUG 9 - 1968
FOR FILING
F-135(7)

August 8, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 7
August 20, 1968 meeting

Gentlemen:

Peter Kiewit Sons Company has requested an additional extension of the contract time for the Burnside-Big Creek Section of the Lower Columbia River Highway in Clatsop County, Contract No. 6773. An earlier such request was considered at your December 12, 1967, meeting at which time a 31-day extension was approved because of quantity overruns on some contract items. This left 32 days liquidated damages in effect amounting to $9,600.

The contractor has protested the assessment of liquidated damages and recently presented his case to the Department's Claims Review Board. The Board thoroughly reviewed the matter and found that the job specifications permitted the consideration of an extension of time if work was delayed because of bad weather. It was found that there was approximately a three-month period during the winter season when no grading or surfacing work was practical. It was further found that the contractor, when weather permitted, prosecuted his work in a satisfactory manner. Because of this, the Review Board has recommended that the time for completing this work be extended 32 days so as to eliminate the assessment of liquidated damages.

This matter will be on the agenda for the August 20 meeting and I recommend that you extend the contract by the 32 days.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ca lms
BC: Floyd Query
R. L. Porter
Victor D. Wolfe
F. D. Morgan

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

JAN 5 - 1971

F-125(7)
6773

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 6, 1968

Peter Kiewit Sons' Company
Contractors
P. O. Box 1777
Vancouver, Washington 98663

ATTENTION: Mr. Richard Geary

RE: Burnside-Big Creek Section
Contract No. 6773

Gentlemen:

The Claims Review Board has completed their review of your request for adjustment on this project which you presented to them on July 26. It is the decision of the Board to recommend the adjustment requested consisting of 32 days liquidated damages in the amount of $9,600 and the return of the winter maintenance cost in the amount of $987.65.

The time extension portion of the adjustment will be presented to the Highway Commission at their August 20 meeting. With their approval, a Price Agreement will be submitted to you reflecting the above as a complete and final settlement of all claims on this project.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:fw
bc: R. L. Porter
F. D. Morgan
R. D. Asburry

NOTED
R. L. PORTER

RECEIVED
AUG 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 5 - 1971

I-135(2)
6113

NOTED:
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1968

SUBJECT: Burnside-Big Creek Section
Contract No. 6773

To: Mr. John Bond, Secretary
Claims Review Board

I have reviewed the matter of the action of the Claims Review Board in the case of Peter Kiewit on the Burnside-Big Creek Section of the Lower Columbia River Highway. The basic facts are:

1. The job was established with an extremely tight time limit.

2. Several of the items overran.

3. The Board did in effect give the contractor a time extension for these reasons.

I therefore believe it appropriate that the State assume the cost of the maintenance in compliance with the general terms of the specifications and practices set forth in Article 8.6 of the Standard Specifications.

ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachments

cc R. L. Porter
F. B. Klaboe
G. E. Rohde
C. H. Maison

RECEIVED
AUG 1 - 1968
FOR FILING
F-135(7)
6773

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1968

To:

SUBJECT: Burnside-Big Creek Section
Contract No. 6773

MEMO TO THE FILES

The Claims Review Board met at 1:30 P.M. July 26, 1968 to discuss a claim presented by Peter Kiewit Sons' Company on the subject project. Present on beha.f of the contractor were Dick Geary and Ed Lynch. Present on behalf of OSHD were F. D. Morgan, Construction Engineer, and R. D. Asburry, Division Engineer. Claims Review Board members present were R. L. Porter, C. H. Maison, Frank McKinney (substituting for G. E. Rohde) and L. P. Shaw (substituting for F. B. Klaboe who requested that he be excused due to some prior contact with this problem).

Mr. Geary presented the contractor's case for the return of $9,600 time liquidated damages plus $987.65 winter maintenance cost deducted by the State. Mr. Geary reviewed his June 11, 1968 letter, Articles 8-7 and 8-8 of the General Special Provisions, a general description of the job location and sequence of operations, and also presented for the first time copies of a chronological chart showing the contract time and the normal monthly rainfall for Astoria.

He stated that grading progress on the job was effectively halted by October 18, 1966 at which time only five per cent of the surfacing was completed. Bridge work continued with the last bridge deck completed by mid-January, 1967. He further contended that they bid the job under the impression that adverse winter time would not be charged against the 440 days allowed and expected to do the paving the second season anticipating an October, 1967 completion time. They wanted extension for the time from February 1 to May 1 when grading was resumed. Special reference was made to the third paragraph of Section 8-7, to the reasons for time extension under 8-8 and also Section 8-6 of the Standard Specifications. The contractor summarized his position as: (1) Specifications provided for adjustment of time; (2) State has a duty to be reasonable; and (3) There is no specification basis for choosing between one season and two season jobs as to eligibility for shutdown orders.

NOTED

The contractor stated, when asked, that these two items are the only claims on the project.

Mr. Morgan stated that the time set up and allowed in the specifications at the time of bidding contemplated a June 15, 1967 completion. A copy of the Project Workday Allocation sheet was presented reflecting this. It was pointed out that larger jobs extending through two or more dormant seasons would be extended excessive amounts of time if the winter dormant periods were allowed in addition to the calendar days originally set up. Mr. Asburry, when asked, stated that the contractor could not work on the grading and surfacing items during the winter period.

The Board subsequently discussed this matter at considerable length and delayed a decision to allow further individual consideration within the following few days.

John A. Bond, Secretary
Claims Review Board

JAB:fw

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
G. E. Rohde
C. H. Maison

RECEIVED
JUL 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

PETER KIEWIT SONS' CO.

CONTRACTORS

ESTABLISHED 1884

HOME OFFICE - OMAHA, NEBRASKA

P. O. Box 1777

VANCOUVER, WASHINGTON 98663

June 11, 1968

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUN 17 1968
CONSTRUCTION
DIVISION

Claims Review Board
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. John Bond
Secretary

Re: OSHD Contract No. 6773
Svensen Job No. 3699

Gentlemen:

We request your review of the decision given after our meeting with Mr. Klaboe and Mr. Bond on April 5, 1968. This decision was that there would be no winter suspension of work allowed for our Contract #6773, Burnside-Big Creek Section, Columbia River Highway.

Following is a brief review of the job as it was built:

Bid Date: March 10, 1966
Work Started: April 10, 1966
Grading and surfacing shutdown due to winter: October 18, 1966
Bridge deck work completed: Mid-January, 1967
Grading and Surfacing able to resume: May 1, 1967
Job Completed: August 25, 1967

We requested a time extension of 88 calendar days to cover the period of winter shutdown during which no work could be prosecuted toward completion of the project (Feb. 1 to May 1). The specifications for our contract clearly provide for suspension of work in this situation and for adjustment of contract time for this cause.

The specifications also clearly provide that the State will assume responsibility for maintaining detours, etc., for the accommodation of traffic, when the suspension of work is due to unsuitable weather or due to conditions which are not the fault of the contractor (Art. 8-6). We have been

2 copies sent to
R. W. Woodruff Dept
John Bond 6/17/68

35

charged $987.65 for maintenance done by the State during the winter and we ask that this be rescinded.

We did not need the entire 88 calendar day time extension since we finished work in 63 calendar days after June 24, 1967. For various reasons, we were granted an extension of 31 days, so the charges which we seek to have cancelled are for 32 calendar days at $300/Day or $9600.00.

We have enclosed copies of pertinent correspondence on this matter. The following notes refer to this correspondence:

PKS letter of October 25, 1966 -
Notification of suspension of grading and surfacing on October 18, 1966. Request for written suspension order, as specified in Art. 8-6.

OSHD letter of November 4, 1966 -
Refusal to give written order to suspend operations. Statement that there was no justification for such an order.

OSHD letter of November 14, 1966 -
Scheduled a meeting in Salem with Mr. Morgan.

PKS letter of February 17, 1967 -
Notification that bridge deck work was complete. Set forth our interpretation of the specifications since the meeting with Mr. Morgan had not resolved the issue.

OSHD letter of February 24, 1967 -
Notice of transmittal of our February 14th letter to Salem.

OSHD letter of March 2, 1967 -
This letter recognized the fact that we were shutdown until Spring.

OSHD letter of March 3, 1967 -
Statement that conditions then existing did not warrant a shutdown order.

OSHD letter of May 1, 1967 - Started work + detour maintenance
This letter notified us that the actual suspension was over. It told us that maintenance of service roads, etc., was once again our responsibility.

PKS time extension request submitted June 19, 1967.

PKS letter of January 24, 1968 -
Our protest of only being granted 31 days extension.

OSHD letter of February 15, 1968 -
Explanation of the 31 day extension. Statement that weather conditions are not a valid reason under the specifications for an extension of time.

Some further discussion of our position:

Our letter of February 17, 1967, quotes the specifications in articles 8-7, 8-8, and 8-6, and sets forth our position that a suspension due to unsuitable weather was proper and that such a suspension was proper cause for an adjustment of time. In our three meetings on this subject in Salem our interpretation of the specifications of our contract has not been refuted, rather it has been substantially agreed with - by Mr. Johanson of the legal department in our meeting with Mr. Morgan, and by Mr. Klaboe in both our meetings with him. The denial has been based on department policy, not on contract specifications.

The statements by Mr. Asburry in his letter of November 4, 1966, that there was "no justification for such an order." and in his letter of March 3, 1967, that "conditions now existing do not warrant a shutdown order" are indefensible. Anyone familiar with grading and surfacing in this area knows that in the winter the weather is "unsuitable" and that conditions are considered "unfavorable for the prosecution of the work".

Mr. Sandmann's letter of May 1, 1967, recognized the irrefutable fact of the matter, which is that we had been shutdown by weather conditions until that time.

The department policy which is given as the reason for rejection of our contention in this matter was stated by Mr. Bond in our meeting with Mr. Klaboe on April 5th. As stated by him, suspension orders would not be given if a contractor had calendar days remaining but would be given if he was out of allowable calendar days at the time. This policy cannot be supported by the terms of our contract.

If, however, we assumed that such a policy were correct, it seems to us that a fairer interpretation would be to "give suspension orders so that the contractor will not be charged liquidated damages due to time lost in winter shutdown". The only reason we are on liquidated damages is that we lost time in winter shutdown. We completed this project in August of the second season we had it. With the quantity of asphalt and other work on the project, it was obviously a two season job and obviously the asphalt

June 11, 1968

was to be placed in 1967 and equally obvious the paving and other details would have been completed by no contractor by June 24.

We do not feel that the department policy is fair in this case, but our main point is that it has no contractural basis. We seek only a fair and reasonable interpretation of the contract documents between the Oregon State Highway Department and Peter Kiewit Sons' Company on the subject project.

Yours very truly,

PETER KIEWIT SONS' CO.

Richard Geary
General Superintendent

RG/hms
Enc.

Section: Burnside-Big Creek
Highway: Columbia River
Contract No: 6773
Fed. Proj. No.: F-135 (7)

CHRONOLOGICAL STATEMENT

Bids Received			3-10-66
Contract Awarded			3-23-66
Calendar Days Allowed		440	
Begin Calendar Day Count			4-11-66
Work Started			4-11-66
440 Days Allowed Expired			6-24-67
Contract Completed			8-26-67
Calendar Days Used		503	
Extension of Time	31 days	(Hwy. Comm. 12-12-67)	

(Time/money basis for accumulated overruns and added orders amounting to 7.1% of contract.

32 days liquidated damages remain in effect = $9,600.

JAB:ss
7/17/68

RECEIVED
JUL 30 1968
FOR FILE

F-135(7)

6773

Salem, Oregon
July 26, 1968

Mr. John A. Bond, Secretary
Claims Review Board

Contract No. 6773
P.K.S. Company Request
for Extension of Time
& Relief From Detour
Maintenance

The June 11, 1968 Peter Kiewit Sons' Company letter bases its claims on the premise that inclement weather is a mandatory cause for issuance of a temporary suspension of work order, an order which was never given during the life of this contract.

Article 8-6 provides, permissively, for suspension of work for two reasons other than various failures on the part of the contractor: unsuitable weather and conditions unfavorable for prosecution of the work.

Article 8-6, although not specifically required by the language incorporated within itself, must be considered to be restricted by the several workday conditions set up in Article 8-7 and adjustment conditions in Article 8-8. The principal purpose of Article 8-6 is to define action which may be taken under the definitions contained in Articles 8-7 and 8-8. At the same time, Article 8-7 defines three categories for considering what weight will be given adverse weather, conditions resulting therefrom, acts of God, war, strikes, epidemics, and other matters tending to impair progress on the project. Article 8-7, by this three-part definition, removes from Article 8-6 any blanket requirement that the engineer issue temporary suspension of work orders and at the same time, provides a framework upon which to consider application of the permissive actions provided in Article 8-6.

Item (d) under Article 8-8 is permissive in nature and might be used by the engineer in unusual circumstances to suspend work if injury to the project would result from its continuance.

Item (f) under Article 8-8 supports the contention that only most unusual circumstances are intended to be considered as cause for contract time adjustment. When a fixed date of completion

is specified, only an act of God, et cetera, are sufficient reasons. A calendar-day specification results in a fixed date for completion once the date of award of contract is determined and by implication would be treated as set forth in item (f).

Both the matter of detour cost and extension of time must be considered on the combined wordings of Articles 8-6, 8-7, and 8-8. The calendar-day method of computing contract time used, does not permit consideration of inclement weather short of acts of God or floods. It is this restriction which sets the calendar-day concept apart from the workday concept. To hold that inclement weather is justification for extension of time (or constitutes a requirement that the engineer issue stop-work orders which would result in time extension) is to rob the calendar-day method of contract work control of its value.

I consider that the State's refusal to issue suspension of work orders and time extensions were properly taken and were the only courses open to State personnel. Neither detour cost nor extension of time should be granted because of the reasons advanced by P.K.S.

In reviewing the project, it is my opinion that the time allowed for completion of the contract was as much an error in setting up job specifications as would have been a gross under-estimation of quantities. To expect to complete any grading and paving project in the Coast Range in the month of June is depending on sheer luck.

There was no evidence presented that work on Contract No. 6773 was prosecuted in other than a workmanlike and expeditious manner. The placing of base material and paving fell into the winter and spring seasons. Placing base rock in the fall and winter, had it been possible, would probably have resulted in a wet and unworkable grade for paving in the spring with no time advantage.

In particular, on projects which carry calendar-day or calendar-date completion periods, the area and type of work to be done in the closing months of the contract should be given consideration. I believe that 60 days following expected beginning of continued good weather would not be excessive in which to place 117,000 tons of base material and 16,000 tons of A.C. pavement. July 1 is commonly the approximate end of weather which inhibits drying of a new grade.

On the basis that an error was made in time specifications for the project, I recommend dropping time penalties. Under calendar-day time limitations the contractor would be in the position of having to provide and maintain a detour during the winter of 1966 and 1967; therefore no relief is due him for costs involved.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
F. B. Klaboe

RECEIVED
JUL 26 1968

F. 135(7)
6773

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1968

SUBJECT: Rake Well Complaint

To: MEMO TO THE FILE

The writer stopped in to see Mr. Gunner Lind - 41852 on July 23, 1968. Visiting Mr. Lind was Mr. Rake and other people. Agent said hello to Mr. Rake and he came back with, "When are you people going to do something about my well?" Informed Mr. Rake that the State has tried to negotiate a settlement with him previously, so they do not plan to persue the issue any further. Mr. Rake then said, "In that case we will start a suit this week."

In talking with Mr. Lind later I got the feeling that Mr. Rake has influenced Mr. Lind to ask for water damages to his property for loss of a well previously purchased. Mr. Lind stated that he can tell Mr. Rake that he was given other consideration for loss of his water, if the State will do certain things.

Virgil P. Wilson
VIRGIL P. WILSON
Right of Way Agent

VPW:jg
cc: D. H. MOEHRING

RECEIVED
JUN 11 1968
FOR FILING
F-135(7)
611

June 11, 1968

The Aetna Casualty & Surety Co.
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

Gentlemen:

A post-final payment for $802.85 will be made to Peter Kiewit Sons' Co. on Contract No. 6773 for grading, paving and structures on the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County, as soon as the warrant is prepared.

The total amount paid on this contract will be $2,593,316.28 including the post-final payment. Of the total, $7,657.86 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Peter Kiewit Sons' Co.
215 S. "V" Street
Vancouver, Washington 98663

Mr. Robert B. Clarke
321 Yeon Building
Portland, Oregon 97204

bc C. H. Maison
Attn: John Herr

RECEIVED
MAR 21 1968
FOR FILING

F-135(7)
6773

March 21, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed August 26, 1967, on Contract No. 6773. The contract was with Peter Kiewit Sons' Company and was for grading, paving and structures on the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 21, 1968, and that you concur in this procedure at the Commission meeting on April 16.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
F. B. Klabee
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

srb jes

3-21-68 Memo to file

RECEIVED
MAR 21 1968
FOR FILING
F-135(7)
6773

March 21, 1968

The Aetna Casualty and Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Gentlemen:

Contract No. 6773 awarded to Peter Kiewit Sons' Company for grading, paving, and structures on the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County was completed on August 26, 1967, and accepted by the Highway Commission on March 21, 1968.

Final payment in the amount of $84,010.42 will be released to the contractor after March 28, 1968. The total contract amount is $2,592,513.43 including $7,657.87 for work performed under force account. We are retaining $1,850.00 until a determination is made on the value of AC Mixture which does not comply with the specifications.

You were advised previously of a claim filed against the contract; however, this claim has been paid in full.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, Washington 98663

Robert B. Clarke
321 Yeon Building
Portland, Oregon 97204

L. H. Young
G. H. Maison
Attn: John Herr

RECEIVED
PUBLICATIONS
FOR
F-135(7)
6773
2.94

February 15, 1968

Peter Kiewit Sons' Company
Contractors
Post Office Box 1777
Vancouver, Washington 98633

Attention Mr. Richard Geary

Gentlemen:

Re: OSHD Contract No. 6773, Burnside-Big Creek Section, Columbia River Highway
Svensen Job 3699, Serial Letter V-54

This will reply to your January 24 letter concerning your request for time extension on this project. The basis of your request dated June 19, 1967, is basically concerned with weather conditions. This is not a valid reason under the specifications for an extension of time.

In an effort to be fair in the matter, we reviewed the overall progress of the project in an effort to learn whether there was some other valid reason for some time extension. It was noted that there were overruns on several bid items, and several unanticipated extra orders. In the aggregate these amounted to a 7.1 percent overrun from the original contract amount. Based simply on a time-money relationship to the 440 calendar days originally allowed on the contract, this overrun would justify 31 calendar days. Because most of the extra work was done concurrently with regular contract items, the time-money approach seemed valid. Therefore, it was on this basis that the 31-day extension was granted by the Highway Commission.

Our position concerning the time that elapsed during the winter of 1966-67 remains the same as discussed at our last meeting. We regard this as a normal condition which could be anticipated at the time of bidding and the original time allowed in the contract was set accordingly.

If you still desire to meet, I suggest 1:30 p.m., February 26, in my office. Kindly advise your wishes.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
R. D. Asburry

PETER KIEWIT SONS' CO.

CONTRACTORS

ESTABLISHED 1884

HOME OFFICE - OMAHA, NEBRASKA

P. O. Box 1777

VANCOUVER, WASHINGTON 98663

January 24, 1968

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. Fred Klaboe

Re: OSHD Contract #6773
Burnside-Big Creek Section
Columbia River Highway
Svensen Job 3699
Serial Letter V-54

Gentlemen:

We have received notification from Mr. Floyd Query that the Highway Commission granted an increase of 31 calendar days for our contract No. 6773. Our request was for an increase of 88 calendar days (submitted June 19, 1967). The increase granted leaves us with an overrun of 32 calendar days on this project.

We feel that our request for 88 calendar days is based on reasonable interpretation of the contract specifications as we have pointed out in previous correspondence and in meetings, the last of which was our meeting with you on May 19, 1967. We, therefore, request another meeting be held, at your convenience, to discuss this matter.

By another letter, we have submitted our revised request for time extension on Contract No. 6501 (Siskiyou Station - California Line). We would like to discuss this extension with you again at the same time.

Please let us know when we can meet.

Yours very truly,

PETER KIEWIT SONS' CO.

Richard Geary
General Superintendent

RG/hms
cc: R&s. Eng. (3)
Job
File

RECEIVED
JAN 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1968
FOR FILE
E-135(7)
6773

January 17, 1968

Oregon State Highway Commission

Gentlemen:

There will be presented at the January 23 meeting, an amendatory agreement and an abandonment resolution pertaining to the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County.

A throughway-abandonment agreement between the Oregon State Highway Commission and Clatsop County was approved on March 8, 1966, in which all right, title and interest of the State in the entire old highway section was to pass to the County upon completion of new alignment.

However, due to the proximity of approximately one-half mile of the former existing highway to the right-of-way at the easterly end of the reconstructed line, it has been determined that the State should retain title to this one-half mile segment and that the County should accept same for maintenance only. The amendatory letter referred to above gives the County's consent for this change from the original agreement. It also corrects an erroneous paragraph reference in the original agreement.

Some stipulations regarding minor maintenance have yet to be fulfilled by the State at a more favorable season. This has been arranged between the local District Maintenance Superintendent and the County Roadmaster.

The County is ready to accept this old highway section on the above basis. We recommend your approval and request authority for the Secretary to sign the amendatory letter-agreement for and on your behalf. We also recommend adoption of the resolution.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc:Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
R. D. Asburry

PBA:eb jes

RECEIVED
JAN 11 1968
FOR FILING

F-135(7)

6773

3-e

December 13, 1967

#1

Peter Kiewit Sons' Company
215 S. "V" Street
Vancouver, Washington 98663

Gentlemen:

The State Highway Commission at its meeting on December 12 considered your request for an extension of time on Contract No. 6773 on the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County.

After considering the recommendation of the Engineer and other available information, the Commission increased the specified number of calendar days by 31 from 440 to 471.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
cc R. D. Asburry
R. A. Sandmann
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6773 Contractor Peter Kiewit Sons' Co.

Highway Columbia River

Section Burnside-Big Creek

Kind of Work Grading and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

Work added to the contract by price agreement and extra work order justifies an increase of 31 calendar days.

Recommended for Approval:

J. B. Boyd asst
Division Engineer

[signature]
for
Construction Engineer or Bridge Engineer

J. B. Klaboe
Assistant State Highway Engineer

Contract No. 6773

Project designation FAP F-135(7) Pre 4-1002
State-Federal

Date awarded March 23, 1966

Work started April 11, 1966

Per cent completed 100% Date 8/26/67

No. of [redacted] Allowed 440 calendar days

No. of [redacted] Used 503 calendar days

No. of Added [redacted] Requested 31

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 19, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 440 days to 528 days, within which to complete our Contract No. 6773, without the assessment of liquidated damages. The said contract is described as follows:

Burnside-Big Creek, Columbia River Highway

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Grading and surfacing operations were suspended on October 18, 1966, due to unsuitable weather. Bridge deck work was completed in mid-January, 1967.

Grading and surfacing work was resumed on May 1, 1967, when weather conditions were suitable.

We request an increase in contract time in accordance with Article 8-8 of the General Special Provisions.

Attached correspondence pertains to this request.

Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By [signature]

CONSENT OF SURETY

Date June 19, 19 67

We, THE ÆTNA CASUALTY AND SURETY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Kathleen Brophy Attorney-in-fact

[signature]
Robert B. Clarke Resident Agent

(SEAL)

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1967

SUBJECT: Extension of Time
Burnside-Big Creek Section
Columbia River Highway
Contract 6773

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

We have received from Peter Kiewit Sons Company, contractor on the subject contract, the attached request for an increase in the number of calendar days from 440 to 528. The contractor's request is based on a suspension of work in the winter of 1966/67 due to unsuitable weather.

The contractor's reason for granting an increase is not valid. The contractor several times requested a stop work order during the winter but none was issued. Therefore, no extension for a suspension of work that was directed by the contractor is justified.

The original time allowed on this project obviously extended into a second work season. The policy we have tried to follow the past year did not sanction stop work orders in this situation. Also, this project included structure work which continued into the normal grading dormant season anyway.

The contractor started work on the same date that the calendar day count started - April 11, 1966. The contract allowed 440 calendar days. On June 24, 1967, the 440 calendar days had expired. At this time the grading work was 96% complete, the surfacing 49% complete but the paving had not yet been started.

There were overruns on several bid items, most of which were covered by participating price agreements. In addition, other participating price agreements and extra work orders (not including flagging, etc.) were added to the contract. These included overruns of bid items for ditch, trench and embankment foundation excavation, plant-mix bituminous base, asphaltic concrete, drain pipe and guard rail. Unanticipated extra orders included asphaltic concrete curbs, catch inlets, manhole, repair of winter damage and more. These overruns and work orders resulted in an increase in the cost of the project amounting to $171,717.49 or 7.10% of the original contract amount. Based on a time/money ratio, this overrun justifies an increase of 31 calendar days. Contract work was in progress until the final completion date. The

contract records indicate that the extra work was done concurrently with regular contract work. Because of this, definite times cannot be readily established for the extra work. Therefore, the time/money approach is the most valid method. A progress chart is attached for your benefit.

The contract was completed August 26, 1967, at which time 503 calendar days had been charged. This is 63 days in excess of what had been allowed and represents $18,900 in liquidated damages based on $300 per day. We recommend that the calendar days be increased by 31. This will reduce the liquidated damages, leaving 32 days in effect amounting to $9,600 in liquidated damages.

This has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reason for granting an extension appears to be valid.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
OCT 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 7 - 1967

UNITED STATES GOVERNMENT

FORM FHWA-1320 (4-67)

Memorandum

F-135(7)
6773

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 4, 1967

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-135(7)
Burnside - Big Creek Section
Plant-Mix Stone Base Aggregates

Reference is made to Mr. M. D. Glenn's letter of October 20, 1967 regarding sand equivalent values on the plant-mix stone base aggregates. The tabulation of sand equivalent values submitted with Mr. Glenn's letter provided values representing sampling and testing at the time of production and at the time of plant mixing the following season.

Our review supports your contention that the material met governing specifications at the time of production; however, tests performed at the time the material was mixed, just prior to incorporation in the work, indicated approximately 50 percent of the sand equivalent values were below the specified minimum requirement of 30.

Mr. Glenn's memorandum to the files dated June 19, 1967 points out that your materials section has reviewed the matter and has given assurance that the deviation in sand equivalent values will not adversely affect the base design. Based on this fact we are willing to accept the nonspecification material at a reduced unit price.

As agreed in our meeting in Mr. Morgan's office on December 1, 1967, please determine the quantity of nonspecification material involved and submit a price agreement, or other similar document, providing for acceptance of this material at an adjusted unit price. It is our belief that the normal minimum adjustment of 25 percent of the bid price would be proper in this case.

orig to Morgan
copy to Young
12-6-67

DEC 7 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BOYLD
J.B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 10 1967
FOR FILING
F-135(7)
6773

November 28, 1967

2068

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Summary Report on the Inspection-in-Depth
of Asphalt Concrete Pavement Statewide 1967

The items as noted in your report on the Inspection-in-Depth on Asphalt Concrete Pavement of November 7 have been reviewed. Following are our comments concerning each item:

Item No. 1 - Straightedge measurements are not recorded.

It is correct that in the past we have not required the recording of data obtained from straightedge checks for determination of smoothness. A check with straightedge or stringline is most generally used at construction joints and, of course, at other areas as the inspector considers necessary. As an inspector may make numerous checks daily to determine whether required smoothness is being obtained, we do not believe it is necessary to make a record of each test. For project record purposes we do think it is in order for the inspector to note in his work diary that the smoothness checks have been made. It may in some cases be necessary to make a more concise report which would include measurements in areas where noncompliance is found.

This matter has already been discussed with our division asphalt people and will be a topic of discussion at this winter's instructional classes.

Item No. 2 - Substantiation of Asphalt Quantities.

This item has been given considerable attention this past season. Instructions by letter have been issued to our

field people concerning the necessity to determine the quantities of asphalt delivered to and used at the project. This will also be a topic of discussion at this winter's instructional classes.

The I-5-3(60)175 project (Goshen-Cottage Grove Section) which you mention in the report is a commercial plant.

At some commercial plant operations it is impractical to use the method of substantiation of delivered asphalt quantities as part of the determination of the amount of asphalt used on a given State project. Asphalt from any delivery may be used on State and other projects as well. In these cases, it is considered more feasible to determine the amount of asphalt used by some suitable means which involves the amount of asphalt concrete mix used on the State project only. This may be by a calculated percentage, gauging of tanks, metering or some other similar agreed method.

Item No. 3 - Pickup of Asphalt Coated Fines by the Pneumatic Rollers.

Pickup of fines by rubber-tired rollers is generally caused by a wide variance of temperature between the asphalt concrete mix and the rubber tires. Therefore, placing a skirt around the roller aids to keep the rubber tires at a warmer temperature in cases of wind and cool weather. Pickup of asphalt coated fines by these rollers has become only a minor problem since the reason for pickup has become generally known. In most cases, there is no reluctance on the part of the contractor to install skirts when needed. This also will be added as a topic of discussion for our classes.

Item No. 4 - Development of a Satisfactory Method of Checking Tire Pressures on Rollers.

Our present specifications call for minimum requirements of tire pressures on rubber rollers and our field personnel have been assigned the task of enforcement. We know of no major problems regarding this matter, but will continue to keep our field people alert to see that the specified pressures are met.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young

JHW:fw arb

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Morgan
Decker
Barbee
Walker
Swan

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NOV 1 1967
CONSTRUCTION DIVISION

Trout
Wills
Litchfield
Olson

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 7, 1967

In reply refer to: 08-35-DB/439

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Summary of Statewide Inspection-in-Depth of Asphalt Concrete Pavement - 1967 - 35-67-EID (1S)20

We have completed our Statewide inspections-in-depth on the Asphalt Concrete Pavement phase of highway construction.

Our area engineers have inspected four projects in this phase. They were the following:

Burnside - Big Creek Section, F-135(7)
Goshen - Cottage Grove Section, I-5-3(60)175
Harney County Line - Hogback Summit Section, FLH-1(5)
Morrow County Line - Stanfield Junction Section, I-80N-5(21)176

Individual project deficiencies have been discussed with your personnel and you have been furnished with copies of the reports for each project.

Our review indicates the following items are either repetitive or of sufficient importance to merit some consideration for future projects.

1. On all four inspections-in-depth project personnel stated that straightedge measurements of the pavement were being taken to assure compliance with the contract provisions. However, no record of these measurements was being maintained.

We feel that instructions should be issued to the field regarding the permanent recording of straightedging data. This could be in the form of a daily statement by the paving inspector denoting the location where straightedging was done and that the results were in compliance with contract provisions. This would involve no additional "paper work," but would provide documentary evidence of the attainment of the required surface smoothness. We ask your consideration of this and invite your comments.

2. Shortly after our inspection of project FLH-1(5), you issued instructions to the field regarding substantiation of asphalt quantities (OSHD Inter-department correspondence, June 13, 1967). Those instructions

(more)

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NOV 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

stated that some type of a receiving record, in which volume received is measured by weighing in, gauging of the tanks, metering or other suitable methods, was in order.

Our subsequent inspection of project I-5-3(60)175 on July 12, 1967 indicated that these instructions had not yet been incorporated as a standard project procedure. However, our inspection of project F-135(7) on July 26, 1967, did bring out the fact that all asphalt trucks were being weighed to verify the asphalt quantity used.

3. On project F-135(7) it was noted that the rubber-tired breakdown roller was picking up asphalt-coated fines of the mix and their accumulation would then drop to the roadway further along the line. When rolled by a steel-wheeled finishing roller, small slick spots would be imbedded in the surface. This pickup was felt to be due to cooling of the tires in the wind. This situation was also found prevalent on other State projects not included in our inspections-in-depth, when paving under similar weather conditions.

We believe it would be beneficial to enclose the roller wheels with some sort of protective covering such as a shroud afixed to the roller when paving in cool weather. This will help keep the tires hot and reduce, if not eliminate, pickup of the asphalt-coated fines. This was discussed with field personnel in each case observed and local agreement reached and corrective action promised.

4. A satisfactory method of checking tire pressures on rollers and pavers should be developed where appropriate to the equipment in use.

5. In regard to our other findings, remedial action was taken in the field at the time of the inspection.

For a record of all items noted on he individual projects, refer to the inspection-in-depth reports of each project.

We would particularly appreciate your consideration of items 1 and 2 above and welcome your comments concerning them.

F-135(7)

Monthly transaction number: 12-27	FORM R-2A (REV. JUNE 1965) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number: #6713 S	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Clatsop
Modification number: 1		Project number: F-135(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 18, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,771,551	$ 2,828,691
Federal funds	$ 1,760,000.00	$ 1,796,300.00
Other revisions		

This modification is made for the following reasons:

Due to revised estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20 day of November, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klaber

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. F-135(7)

EUGENE-BIG CREEK SECTION OF THE

COLUMBIA RIVER HWY. IN CLATSOP COUNTY

Revised Project Agreement Estimate

Salem, Oregon, November 8, 1967

Type Code 6201
Roadway (Sta. 347 50 to Sta. 511 00)(Contract No. 6773)

Subtotal on previous estimate of April 7, 1966.			$2,646,567.00
Previous Estimate			
General Excavation, Unclassified	652,400 cu.yd.	$0.55	$ 358,820.00
Embankment Foundation Excavation Unclassified	13,800 cu.yd.	1.50	20,700.00
			$ 379,520.00
Revised Estimate			
General Excavation, Unclassified	685,000 cu.yd.	0.55	376,750.00
Embankment Foundation Excavation Unclassified	37,992 cu.yd.	1.50	56,988.00
			$ 433,738.00
		Net Increase	$ 54,218.00
		Subtotal	$1,700,785.00
		*10% Engr. & Cont.	167,578.00
		Total	$1,868,363.00

* Reduced in accordance with paragraph 5C (Project field office) of PPM 30-6

Structures
Total for structures same as previous est. of April 7, 1966 $ 960,328.00

Length of Roadway - - - - - - - - - - -	2.742 miles
Length of Structures (3)- - - - - - -	0.358 mile
Total	3.100 miles
Cost of Roadway per mile	$681,386.95

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,868,363.00	$1,186,500.00	$ 681,863.00
Structures	960,328.00	609,800.00	350,528.00
Total	$2,828,691.00	$1,796,300.00	$1,032,391.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 4-1002

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 9-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-128		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4 #1-773	4-18-66	Clatsop
		PROJECT NO. F-135(7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Burnside-Big Creek Section, Columbia River Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-16-66	3.100
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,771,551	$ 1,760,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahr
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 13285-P64

Oregon State Highway Department

Federal-Aid
Project No. F-135(7)

BURNSIDE-LIL CREEK SECTION OF THE

COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

Project Agreement Estimate.

Salem, Oregon, April 7, 1966

Type Code 0201
Roadway (Sta. 347+50 to Sta. 511+00)(Contract No. 4773)

Clearing and Grubbing	All Required			$143,000.00
Ditch Excavation, Unclassified	800	cu.yd.	$ 3.50	2,800.00
General Excavation, Unclassified	654,400	cu.yd.	0.55	358,820.00
Embankment Foundation Excavation, Unclassified	13,800	cu.yd.	1.50	20,700.00
Overhaul	83,000	C-yd.sta.	0.40	33,200.00
Rock Embankment Material	3,300	ton	1.40	4,620.00
Rock Embankment Foundation Material	241,500	ton	1.40	338,100.00
Finishing Roadbed and Slopes	All Required			20,000.00
Rounding Cutbanks	10,000	lin.ft.	0.15	1,500.00
Trench Excavation	3,100	cu.yd.	5.00	15,500.00
Special Backfill in Drains	860	cu.yd.	6.00	5,160.00
Watering	170	M-gal.	3.00	510.00
3/4" - 0 Material in Stone Leveling Course	10,300	ton	2.80	30,240.00
Plant-Mix Stone Base	106,600	ton	2.60	277,160.00
Plant-Mix Bituminous Base	8,600	ton	5.40	46,440.00
Asphalt in Bituminous Base Mixture	400	ton	35.00	14,000.00
3/4" - 0 Aggregate in Prime Coat	540	cu.yd.	5.00	2,700.00
RC-250 Asphalt in Prime Coat	80	ton	63.00	5,040.00
Class "B" Asphalt Concrete Mixture	16,000	ton	6.50	104,000.00
Asphalt Cement in Mixture	900	ton	35.00	31,500.00
12-inch Culvert Pipe	420	lin.ft.	4.00	1,680.00
18-inch Culvert Pipe	2,300	lin.ft.	5.00	11,500.00
24-inch Culvert Pipe	165	lin.ft.	7.00	1,155.00
36-inch Culvert Pipe	700	lin.ft.	16.00	11,200.00
6-inch Drain Pipe	500	lin.ft.	2.00	1,000.00
8-inch Drain Pipe	5,100	lin.ft.	3.00	15,300.00
18-inch Culvert End Sections	20	only	40.00	800.00
24-inch Culvert End Sections	4	only	60.00	120.00
Concrete Inlets, Type G-2M	1	only	300.00	300.00
Extra for Concrete Approaches	14	only	54.00	748.00
Guide Posts, W-2 Way	80	only	8.50	680.00
Guide Posts, Y-1	56	only	9.00	504.00
Guard Rail	9,000	lin.ft.	2.50	22,500.00
Rail End Pieces	50	only	6.50	325.00
Guard Rail Blocks	600	only	3.00	1,800.00
Extra Guard Rail Posts	100	only	10.50	1,050.00
Extra for Painting Rails	2,500	lin.ft.	0.11	275.00
Type 2 Fence	70	rod	13.00	910.00
Furnishing Field Laboratory Building	All Required			2,500.00
				$1,509,317.00

Flagging (57% of Contractor's Cost)	All Required			$ 3,000.00
Slide Correction	All Required			125,000.00
Signing	All Required			2,500.00
Seeding and Mulching	All Required			6,750.00
				$ 137,250.00
	Subtotal			$1,646,567.00
	10% Engr. & Cont.			164,656.00
	Total			$1,811,223.00

Type Code X031
Mary's Crown Bridge (No. 9543)(Sta. 348+56 to Sta. 354+80)

Shoring, Cribbing, etc.	All Required		$ 40,000.00
Structural Excavation	900 cu.yd.	$ 5.00	4,500.00
Structural Excavation Below Elevation Shown	90 cu.yd.	10.00	900.00
Furnishing Timber Piling	10,300 lin.ft.	0.75	7,725.00
Furnish 10 BP 42 Steel Piling	880 lin.ft.	4.00	3,520.00
Drive Timber Piles	415 only	45.00	9,675.00
Drive Steel Piles	16 only	70.00	1,120.00
Splice Steel Piles	4 only	25.00	100.00
Class "A" Concrete	All Required		105,000.00
Seal Concrete	140 cu.yd.	35.00	4,900.00
100' to 105' Type 4 Prestressed Beams	30 only	2,500.00	75,000.00
Metal Reinforcement	All Required		33,000.00
Metal Parapet Railing	1,244 lin.ft.	5.50	6,842.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	60 lin.ft.	4.00	240.00
Test Piles	2 only	300.00	600.00
			$ 293,142.00

Type Code X030
Bear Creek Bridge (No. 9544)(Sta. 302+50 to Sta. 304+00)

Furnish 14-inch Prestressed Piling	900 lin.ft.	$ 4.00	$ 3,600.00
Furnish 10 BP 42 Steel Piling	540 lin.ft.	4.00	2,160.00
Drive Prestressed Piles	20 only	110.00	2,200.00
Drive Steel Piles	12 only	90.00	1,080.00
Splice Steel Piles	3 only	25.00	75.00
Class "A" Concrete	All Required		5,000.00
36" x 45' to 50' Prestressed Slabs	14 only	1,000.00	14,000.00
45" x 45' to 50' Prestressed Slabs	1 only	1,000.00	1,000.00
36" x 50' to 55' Prestressed Slabs	28 only	1,000.00	28,000.00
45" x 50' to 55' Prestressed Slabs	4 only	1,000.00	4,000.00

Metal Reinforcement	All Required			$ 1,000.00
Metal Parapet Railing	300 lin.ft.	$	5.50	1,650.00
				$ 61,765.00

Type Code X081
Perrin Creek Bridge (No. 3540)(Sta. 40+22.0 to Sta. 42+15.53)

Shoring, Cribbing, etc.	All Required			$ 25,000.00
Structural Excavation	1,500 cu.yd.	$	5.00	7,500.00
Structural Excavation Below Elevation Shown	150 cu.yd.		10.00	1,500.00
Furnish Timber Piling	14,000 lin.ft.		0.75	10,500.00
Furnish 10 BP 42 Steel Piling	2,865 lin.ft.		4.00	11,460.00
Drive Timber Piles	350 only		45.00	15,750.00
Drive Steel Piles	95 only		55.00	5,225.00
Splice Steel Piles	24 only		25.00	600.00
Class "A" Concrete	All Required			205,000.00
Seal Concrete	140 cu.yd.		35.00	4,900.00
95' to 100' Type 4 Prestressed Beams	35 only		2,500.00	87,500.00
105' to 110' Type 4 Prestressed Beams	25 only		2,600.00	65,000.00
Metal Reinforcement	All Required			65,000.00
Metal Parapet Railing	2,437 lin.ft.		5.50	14,303.50
Test Piles	3 only		300.00	900.00
				$ 518,138.50

Subtotal	$ 873,025.50
10% Engr. & Cont.	87,302.50
Total	$ 960,328.00

Length of Roadway - - - 4.742 Miles
Length of Structures (3) 0.358 Miles

Total - - - - - - - - - - 3.100 Miles

Cost of Roadway Per Mile $660,548.13

SUMMARY OF COSTS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,811,223.00	$1,150,200.00	$ 661,023.00
Structures	960,328.00	609,800.00	350,528.00
Total	$2,771,551.00	$1,760,000.00	$1,011,551.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 549, Laws 1939.
State Funds for Maint.: Chap. 549, Laws 1939.

BURNSIDE-BIG CREEK SECTION

STATE WORK

Wickiup Water Supply Revision	All Required	$28,000.00
Burnside Water Supply Revision	All Required	8,500.00
	Total	$36,500.00

Oregon State Highway Department

Federal Aid
Project No. F-135(7)

BURNSIDE-BIG CREEK SECTION OF THE

COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

P.S. & E. Estimate

Salem, Oregon, February 7, 1966

Type Code 6201
Roadway (Sta. 347+50 to Sta. 511+00)

Clearing and Grubbing	All	Required		$115,000.00
Ditch Excavation, Unclassified	800	cu.yd.	$ 2.50	2,000.00
General Excavation, Unclassified	652,400	cu.yd.	0.50	326,200.00
Embankment Foundation, Excavation, Unclassified	13,800	cu.yd.	1.00	13,800.00
Overhaul	83,000	C-yd.sta.	0.40	33,200.00
Rock Embankment Material	3,300	ton	1.65	5,445.00
Rock Embankment Foundation Material	241,500	ton	1.70	410,550.00
Finishing Roadbed and Slopes	All	Specified		5,000.00
Rounding Cutbanks	10,000	lin.ft.	0.20	2,000.00
Trench Excavation	3,100	cu.yd.	3.00	9,300.00
Special Backfill in Drains	860	cu.yd.	7.00	6,020.00
Watering	170	M-gal.	3.00	510.00
3/4" - 0 Material in Stone Leveling Course	10,800	ton	2.60	28,080.00
Plant Mix Stone Base	106,600	ton	2.60	277,160.00
Plant Mix Bituminous Base	8,600	ton	6.75	58,050.00
Asphalt in Bituminous Base Mixture	400	ton	35.00	14,000.00
3/4" - 0 Aggregate in Prime Coat	540	cu.yd.	6.50	3,510.00
MC-250 Asphalt in Prime Coat	80	ton	50.00	4,000.00
Class B Asphalt Concrete Mixture	16,000	ton	7.00	112,000.00
Asphalt Cement in Mixture	900	ton	35.00	31,500.00
12-inch Culvert Pipe	420	lin.ft.	3.75	1,575.00
18-inch Culvert Pipe	2,300	lin.ft.	5.00	11,500.00
24-inch Culvert Pipe	165	lin.ft.	8.00	1,320.00
36-inch Culvert Pipe	700	lin.ft.	14.50	10,150.00
6-inch Drain Pipe	500	lin.ft.	2.00	1,000.00
8-inch Drain Pipe	5,100	lin.ft.	2.50	12,750.00
18-inch Culvert End Sections	20	only	40.00	800.00
24-inch Culvert End Sections	2	only	55.00	110.00
Concrete Inlets, Type G-2M	1	only	200.00	200.00
Extra for Concrete Approaches	14	only	40.00	560.00
Guide Posts, W-2 Way	80	only	8.00	640.00
Guide Posts, Y-1	56	only	8.00	448.00
Guard Rail	9,000	lin.ft.	2.50	22,500.00
Rail End Pieces	50	only	5.00	250.00
Guard Rail Blocks	600	only	1.75	1,050.00
Extra Guard Rail Posts	100	only	10.00	1,000.00

Extra for Painting Rails	2,500 lin.ft.	$ 0.20	$ 500.00
Type 2 Fence	70 rod	10.00	700.00
Furnishing Field Laboratory Building	All Required		500.00
			$1,524,878.00
Flagging (57½% of Contractor's Cost)	All Required		3,000.00
Slide Correction	All Required		125,000.00
Signing	All Required		2,500.00
Seed and Mulch	All Required		6,750.00
			$ 137,250.00
	Subtotal		$1,662,128.00
	10% Engr. & Cont.		166,212.00
	Total		$1,828,340.00

Type Code X061
Marys Creek Bridge (No. 9543) (Sta. 348+56 to Sta. 354+80)

Shoring, Cribbing, Etc.	All Required		$ 15,000.00
Structural Excavation	900 cu.yd.	5.00	4,500.00
Structural Excavation Below Elevation Shown	90 cu.yd.	5.00	450.00
Furnishing Timber Piling	10,300 lin.ft.	1.00	10,300.00
Furnish 10 BP 42 Steel Piling	880 lin.ft.	5.00	4,400.00
Drive Timber Piles	215 only	70.00	15,050.00
Drive Steel Piles	16 only	80.00	1,280.00
Splice Steel Piles	4 only	40.00	160.00
Class A Concrete (1,341 cu.yd. at $80.00)	All Required		107,280.00
Seal Concrete	140 cu.yd.	40.00	5,600.00
100' to 105' Type 4 Prestressed Beams	30 only	2,400.00	72,000.00
Metal Reinforcement (284,200 lbs. at $0.125)	All Required		35,525.00
Metal Parapet Railing	1,244 lin.ft.	6.00	7,464.00
8-inch Metal Unperforated Drain Pipe, Type A Coating	60 lin.ft.	4.00	240.00
Test Piles	2 only	300.00	600.00
			$ 279,849.00

Type Code X060
Bear Creek Bridge (No. 9544) (Sta. 362+80 to Sta. 364+00)

Furnish 14-inch Prestressed Piling	900 lin.ft.	7.00	6,300.00
Furnish 10 BP 42 Steel Piling	540 lin.ft.	5.50	2,970.00

Drive Prestressed Piles	20 only	$100.00	$	2,000.00
Drive Steel Piles	12 only	80.00		960.00
Splice Steel Piles	3 only	40.00		120.00
Class A Concrete (76 cu.yd. at $100.00)	All Required			7,600.00
36" x 45' to 50' Prestressed Slabs	14 only	800.00		11,200.00
45" x 45' to 50' Prestressed Slabs	1 only	950.00		950.00
36" x 50' to 55' Prestressed Slabs	28 only	800.00		22,400.00
45" x 50' to 55' Prestressed Slabs	2 only	950.00		1,900.00
Metal Reinforcement (7,600 lbs. at $0.125)	All Required			950.00
Metal Parapet Railing	300 lin.ft.	6.00		1,800.00
			$	59,150.00

Type Code X021
Ferris Creek Bridge (No. 9546) (Sta. 409+99.29 to Sta. 421+15.58)

Shoring, Cribbing, Etc.	All Required		$	20,000.00
Structural Excavation	1,500 cu.yds.	$ 5.00		7,500.00
Structural Excavation Below Elevation Shown	150 cu.yd.	5.00		750.00
Furnish Timber Piling	14,000 lin.ft.	1.00		14,000.00
Furnish 10 BP 42 Steel Piling	2,865 lin.ft.	5.00		14,325.00
Drive Timber Piles	350 only	70.00		24,500.00
Drive Steel Piles	95 only	75.00		7,125.00
Splice Steel Piles	24 only	40.00		960.00
Class A Concrete (2,630 cu.yd. at $80.00)	All Required			210,400.00
Seal Concrete	140 cu.yd.	40.00		5,600.00
95' to 100' Type 4 Prestressed Beams	35 only	2,200.00		77,000.00
105' to 110' Type 4 Prestressed Beams	25 only	2,500.00		62,500.00
Metal Reinforcement (571,000 lbs. at $0.125)	All Required			71,375.00
Metal Parapet Railing	2,237 lin.ft.	6.00		13,422.00
Test Piles	3 only	250.00		750.00
			$	530,207.00

Subtotal	$ 869,206.00
10% Engr. & Cont.	86,920.00
Total	$ 956,126.00

Length of Roadway	2.742 miles
Length of Structures (3)	0.358 miles
Total	3.100 miles
Cost of Roadway per mile	$667,994.16

Summary of Costs

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,828,340	$1,161,000	$ 667,340
Structures	956,126	607,000	349,126
	$2,784,466	$1,768,000	$1,016,466

BURNSIDE-BIG CREEK SECTION

STATE WORK

Wickiup Water Supply Revision	All Required		$27,500.00
Burnside Water Supply Revision	All Required		7,500.00
		Total	$35,000.00

BURNSIDE-BIG CREEK SECTION

PRESTRESSED BEAM AND SLAB QUANTITIES

36" x 45' to 50' Prestressed Slabs

Overhead	All Required		$ 150.00
Class AA Concrete	6.6 cu.yd.	$42.00	277.20
Metal Reinforcement	326 lbs.	0.12	39.12
Prestress Wire	645 lbs.	0.50	322.50
		Total	$ 788.82
		Use	$ 800.00

45" x 45' to 50' Prestressed Slabs

Overhead	All Required		$ 150.00
Class AA Concrete	8.3 cu.yd.	$42.00	348.60
Metal Reinforcement	406 lbs.	0.12	48.72
Prestress Wire	807 lbs.	0.50	403.50
		Total	$ 950.82
		Use	$ 950.00

36" x 50' to 55' Prestressed Slabs

Overhead	All Required		$ 150.00
Class AA Concrete	6.7 cu.yd.	$42.00	281.40
Metal Reinforcement	327 lbs.	0.12	39.24
Prestress Wire	670 lbs.	0.50	335.00
		Total	$ 805.64
		Use	$ 800.00

45" x 50' to 55' Prestressed Slabs

Overhead	All Required		$ 150.00
Class AA Concrete	8.4 cu.yd.	$42.00	352.80
Metal Reinforcement	410 lbs.	0.12	49.20
Prestress Wire	812 lbs.	0.50	406.00
		Total	$ 958.00
		Use	$ 950.00

95' to 100' Type 4 Prestressed Beams

Overhead	All Required		$ 300.00
Class AA Concrete	20.6 cu.yd.	$42.00	865.20
Metal Reinforcement	1,700 lbs.	0.12	204.00
Prestress Wire	2,000 lbs.	0.40	800.00
		Total	$2,169.20
		Use	$2,200.00

105' to 110' Type 4 Prestressed Beams

Overhead	All Required		$ 300.00
Class AA Concrete	23.1 cu.yds.	$42.00	970.20
Metal Reinforcement	2,120 lbs.	0.12	254.40
Prestress Wire	2,570 lbs.	0.40	1,028.00
		Total	$2,552.60
		Use	$2,500.00

100' to 105' Type 4 Prestressed Beams

Overhead	All Required		$ 300.00
Class AA Concrete	21.8 cu.yds.	$42.00	915.60
Metal Reinforcement	1,960 lbs.	0.12	235.20
Prestress Wire	2,460 lbs.	0.40	984.00
		Total	$2,434.80
		Use	$2,400.00

F-135(7)
6773

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Burnside - Big Creek		WEEK ENDING: November 17, 1967
		SECTION PREFIX: 4-1002
HIGHWAY: Columbia River		COUNTY: Clatsop
NAME OF JOB: Burnside - Big Creek	KIND OF WORK: Grading, Paving and Structures	
CONTRACTOR: Peter Kiewit Sons' Co.	CONTRACT NUMBER: 6773	FEDERAL AID PROJECT NUMBER: F-135(7)
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: April 11, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: — SUPERVISION: —	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 440	CALENDAR DAYS USED 503
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 114.3
PROJECT AUTHORIZATION: $2,844,005.34	ENGINEERING AUTHORIZATION $202,240.38	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 %
EXCLUSIVE OF ENGINEERING: $2,641,764.96	ENGINEERING COST TO DATE $238,950.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,584,577.21		DATE PROJECT WAS COMPLETED: August 26, 1967
ESTIMATED PERCENT: UNDERRUN 2.2 %	PERCENT OF AUTHORIZATION 118.2 %	

Date Semi-final Submitted: November 16, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100	Plant Mix	
			Q. Rock &	Base Rock	Structures	Bit. Base	A. C.
			GRADING	SURFACING			PAVING
MILES IN PROJECT			3.34	3.34	All	3.34	3.34
MILES PARTIALLY COMPLETED			3.34	3.34	—	3.1	3.34
MILES COMPLETED			3.34	3.34	—	3.1	3.34
TOTAL ESTIMATED QUANTITIES (CONTRACT)			781,900cy	117,400t	100 %	8,600t	16,000t
TOTAL QUANTITIES CORRECTED TO DATE			808,000cy	109,460 t	100 %	9,750 t	19,899 t
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			808,000cy	109,460 t	100 %	9,750 t	19,899 t
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				Project	COMPLETED		
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9543	9544	9546					
PERCENT	100 %	100 %	100 %					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Cloudy			
MONDAY 13	Cloudy - Showers			
TUESDAY 14	Showers - Cloudy			
WEDNESDAY 15	Partly Cloudy			
THURSDAY 16	Partly Cloudy			
FRIDAY 17	Fair			
SATURDAY 11	Showers - Cloudy			

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

	GRADING	STRUCTURES
SUNDAY		
MONDAY		
TUESDAY		
WEDNESDAY		
THURSDAY		
FRIDAY		
SATURDAY		

REMARKS

Office Force finished Semi-final Wednesday, November 15, 1967 and it was taken to the Division Office November 16, 1967 by Robert A. Sandmann, Res. Engr.

This is final Weekly Report

SIGNED Robert A. Sandmann

Robert A. Sandmann

LOCATION 194 - 14th Street
~~2905 Marine Drive~~
Astoria, Oregon
97103

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
NOV 14 1967
FOR FILING
F-135(7)
6773

November 10, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 1
December 12, 1967 meeting

Gentlemen:

Peter Kiewit Sons Company, contractor on the Burnside-Big Creek section of the Columbia River Highway in Clatsop County, Contract No. 6773, has requested an increase in the limiting number of calendar days from 440 to 528. The contractor's request is based on a suspension of his work due to unsuitable weather during the winter of 1966-67.

The contractor's reason for granting an increase cannot be considered as valid. No suspension work was ordered by the State. The contractor stopped the grading portion of the work as a normal, expected seasonal occurrence during the 1966-67 winter. Structural work continued through this winter season. No extension for this reason can be justified.

There were overruns on several bid items. These were covered by price agreement; in addition, other price agreements and extra work orders were added to the contract. These orders covered items such as embankment foundation excavation, asphaltic concrete, guardrail, et cetera, which were required in order to build the project in conformance to the latest standards. Because this work was done concurrently with regular contract work, definite times are difficult to establish for the additional work. On a time-money relationship these overruns and work orders justify an increase of 31 calendar days.

The contract was completed August 26, 1967, at which time 63 days liquidated damages had accrued. We recommend that the specified number of calendar days be increased by 31 from 440 to 471. This will reduce the liquidated damages leaving $9,600 in effect.

This is a Federal-aid primary project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the December 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

JAB:ss fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6773 Contractor Peter Kiewit Sons' Co.

Highway Columbia river

Section Burnside-Big Creek

Kind of Work Grading and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] **GRANTED.** The reasons for such recommendation are as follows:

Work added to the contract by price agreement and extra work order justifies an increase of 31 calendar days.

Recommended for Approval:

J B Boyd
Division Engineer

John L Bond
Construction Engineer or Bridge Engineer

J K Lobre
Assistant State Highway Engineer

Contract No. 6773

Project designation FAP F-135(7) Pre 4-1002
State-Federal

Date awarded March 23, 1966

Work started April 11, 1966

Per cent completed [illegible] 8/26/67
Date

No. of [redacted] Allowed 440
calendar days

No. of [redacted] Used 503
calendar days

No. of Added [redacted] Requested 31

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 19, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 440 days to 528 days, within which to complete our Contract No. 6773, without the assessment of liquidated damages. The said contract is described as follows:

Burnside-Big Creek, Columbia River Highway

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Grading and surfacing operations were suspended on October 18, 1966, due to unsuitable weather. Bridge deck work was completed in mid-January, 1967.

Grading and surfacing work was resumed on May 1, 1967, when weather conditions were suitable.

We request an increase in contract time in accordance with Article 8-8 of the General Special Provisions.

Attached correspondence pertains to this request.

Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By [signature]

CONSENT OF SURETY

Date June 19, 19 67

We, [illegible]

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[illegible]
Attorney-in-fact

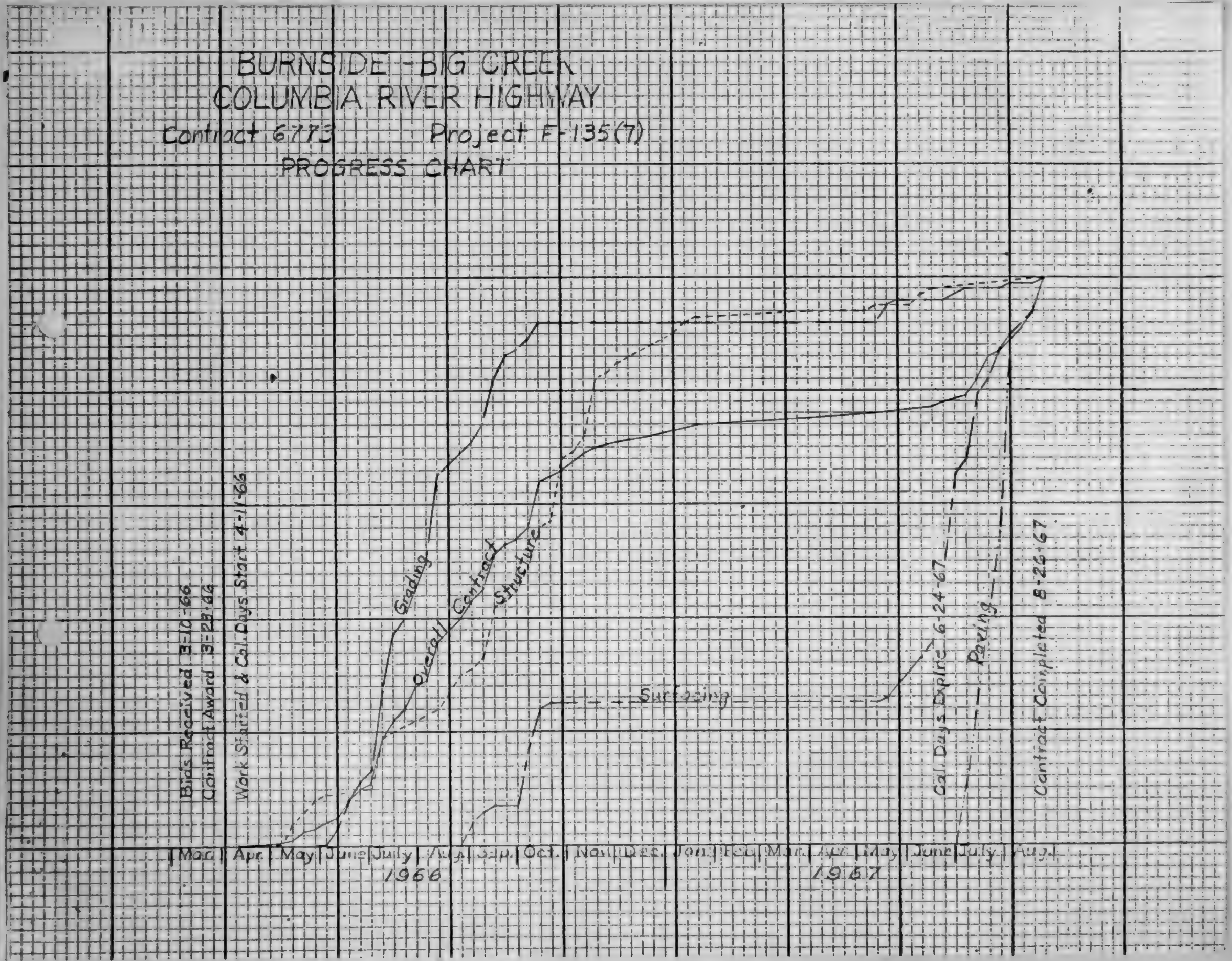
(SEAL)

[illegible]
Resident Agent

BURNSIDE - BIG CREEK
COLUMBIA RIVER HIGHWAY

Contract 6773 Project F-135(7)

PROGRESS CHART



RECEIVED
NOV 27 1967

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

F-135(7)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 1, 1967

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer, by G. R. Brooks, Dist Engr
Salem, Oregon

SUBJECT: Oregon Project F-135(7), Burnside - Big Creek Section
Columbia River Highway
Time Extension

Reference is made to Mr. Klaboe's letter of October 23, 1967 requesting our concurrence in a 31 calendar day time extension on subject project. The contract provided for completion within 440 calendar days with 503 being charged. The contractor requested an increase in calendar days from the 440 allotted in the contract to 528.

Mr. Klaboe proposes that the contract time be extended in the same ratio as the contract cost overran. We feel that this is an equitable method and therefore concur in your recommendation that the contract time be increased by 31 calendar days.

RECEIVED
NOV 3 1967
STATE

NOTED
F. B. KLABOE

copies to Morgan
Young
Malson

11-7-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OCT 24 1967

F-135(7)

6773

October 23, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Extension of Time, Burnside-Big Creek
Section, Columbia River Highway
Project No. F-135(7)

We have received from Peter Kiewit Sons' Company, contractor on this project, a request for an increase in the number of specified calendar days from 440 to 523. The contractor's request is based on a suspension of work during the 1966-67 winter due to unsuitable weather.

The contractor's reason for requesting an increase is not valid. Several times the contractor requested a stop work order during the winter but none was issued. Therefore, no extension is justified for a suspension of work that was directed by the contractor.

The contractor started work on the same date that the calendar day count started—April 11, 1966. The contract allowed 440 calendar days. On June 24, 1967, the 440 calendar days had expired. At this time the grading work was 96 percent complete and the surfacing 49 percent complete; however, the paving had not yet been started.

There were overruns on several bid items, most of which were covered by participating price agreements. In addition, other participating price agreements and extra work orders (not including flagging, et cetera) were added to the contract. These included overruns of bid items for ditch, trench and embankment foundation excavation, plant-mix bituminous base, asphaltic concrete, drain pipe and guardrail. Unanticipated extra work orders included asphaltic concrete curbs,

catch inlets, manhole, repair of winter damage and more. These overruns and work orders resulted in an increase in the cost of the project amounting to $171,717.49 or 7.10 percent of the original contract amount. Based on a time/money ratio, this overrun justifies an increase of 31 calendar days. Contract work was in progress until the final completion date. The contract records indicate that the extra work was done concurrently with regular contract work. Because of this, definite times cannot be readily established for the extra work. Therefore, the time-money approach is the most valid method.

The contract was completed August 26, 1967, at which time 503 calendar days had been charged. It is our recommendation that the calendar days be increased by 31. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nn srb

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID S. GRIFFIN
PORTLAND
FRED W. HILL, MEMBER
HELIX

F-135(7)

6773

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 20, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

RE: Burnside-Big Creek Section
Columbia River Highway
Contract No. 6773 (F-135-7)
Ref. No. 08-35-DB
Plant-mix Stone Base

Dear Sir:

A tabulation of sand equivalent test results for subject project is attached as requested along with a copy of Memo to the Files by M. D. Glenn dated June 19, 1967. This memo discusses the methods used and decisions made in accepting this material for use.

The establishment of a point of final testing has resulted in considerable discussion but as yet has not been resolved. Historically, it has been our policy that the point of acceptance is at the final belt of the crusher. The only exception to this policy has been those relatively few instances where, due to improper handling, the contractor has not complied with our placing specifications which require the material to be uniformly mixed without segregation. In those instances, we have sampled at the roadbed and the contractor has been required to correct any deficiencies at his expense. We will be contacting your office in the near future to set up a meeting to discuss this matter with you.

Very truly yours,

F. D. Morgan
Construction Engineer

By M. D. Glenn

M. D. Glenn
Field Testing Engineer

MDG:fw
Enc.
bc: F. B. Klaboe
L. H. Young
O. A. White
R. D. Asburry

RECEIVED
OCT 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR-121 (11-66)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. M. D. Glenn, Construction Div.

DATE: September 12, 1967

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

Morgan
4 Decker
3 Bond
Barbee
Walker
2 Glenn
Swan

Peas
Morelock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
SEP 18 1967
CONSTRUCTION
DIVISION

SUBJECT: Oregon Project F-135(7)
Burnside - Big Creek Section
Plant-mix Stone Base

We have received inquiries from our Regional and Washington offices regarding the results of sand equivalent tests representing the plant-mix stone base material on subject project. They are primarily concerned with acceptance of the material based on tests at the time of production rather than just prior to final incorporation in the project. This perhaps stems from your not having a specification that clearly indicates the point of final acceptance for the various construction materials.

We are aware that you are in the process of revising your Materials Testing Manual. Also, you are now establishing a point of final acceptance for the various construction materials to be included in contract documents. This should aid in preventing future problems regarding material acceptability.

Regarding subject project, please provide a tabulation of the sand equivalent test values representing the plant-mix stone base material at time of production and when finally incorporated in the work. Information relative to your current practice regarding point of acceptance of crushed aggregate materials should also be included. Any other comments you may have regarding your decision to accept this material, as well as the methods used in obtaining substantial compliance, will be appreciated.

RECEIVED TO
G. Decker
By Construction Engineer

Prepare data for reply—M.L.

9-15-67
REFERRED TO
By Asst. State Hwy. Engr

RECEIVED
SEP 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 14 1967
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

BIG CREEK-ROCK CREEK
BURNSIDE-BIG CREEK
CONTRACT NOS. 6773 & 6799

S.E. TESTS - 1-1/2"-0 BASE
TESTS TAKEN AT CRUSHER DURING PRODUCTION

Test No.	Date	LL	PT	S.E.	Remarks
	1966				Contractor
1	7-28			24.9	Adjust Plant
2	7-29			19.8	
3	7-29			38.5	Started using scalping screen
5	8-1	17.2	NP	31.4	
8	8-2			35.9	
11	8-2			32.6	
13	8-2			29.2	
14	8-3	32		33.0	
16	8-3			40.2	Good rock No overburden No scalping screen
17	8-3			24.3	Changed Material source
18	8-3			35.2	Cleaner rock
20	8-4	27.3	NP	29.7	
21	8-4			33.3	Moved to cleaner material Started mixing
25	8-4		NP	30.8	
27	8-5			29.2	
28	8-5			27.3	
29	8-5		NP	27.0	Mat'l below over-burden. No scalping screen
30	8-5		NP	35.3	
31	8-5			50.2	Adj. Cone; using more of better material
33	8-8			35.6	
35	8-8		NP	31.7	
36	8-8		NP	37.9	
38	8-8			60.8	
39	8-9			40.3	
13-R1	8-9			30.3	Retest of mixed aggr. in stockpile
17R1	8-9			31.6	Retest of mixed aggr. in stockpile

Test No.	Date	PI	S.E.	Remarks
20-R1	8-9		30.5	Retest of mixed aggr. in stockpile
41	8-9	NP	35.4	
42	8-9	NP	35.0	
44	8-9	NP	38.4	
45	8-10	NP	43.1	
27-R1	8-10		31.9	
28R1	8-10		31.5	
46	8-10		29.9	Approx. 300 Ton mixed into stockpile
29-R1	8-10		34.2	Retest of mixed aggregate in stock-pile
47	8-10		32.7	
49	8-10	NP	43.6	
51	8-10	NP	33.7	
52	8-11		45.9	
53	8-11		43.4	
46-R1	8-11		31.0	Retest of mixed aggr. in stockpile
55	8-11		46.5	
56	8-11	NP	49.2	
58	8-11		32.4	
60	8-12		37.7	
61	8-12		39.3	Source changed to top of quarry; scalp-ing screen used.
62	8-12		32.9	
64	8-12		24.9	Scalping screen plugge
65	8-12		39.1	
66	8-12		35.1	
67	8-15		25.7	Change size of scalping screen
68	8-15		26.3	Adj. Feed

Test No.	Date	L.L.	P.I.	S.E.	Remarks
	1966				
69	8-15		NP	49.4	
71	8-15		NP	55.4	Using 1-1/2" scalp screen
73	8-15			62.8	
74	8-16		NP	50.0	
76	8-16			30.3	Changed to slotted scalp screen
78	8-16			46.6	
80	8-16		NP	50.8	Using 1" slotted scalp screen; New shot rock
82	8-17		NP	59.9	
85	8-17			46.4	
87	8-17		NP	49.2	
89	8-18			46.8	
91	8-18			33.5	
92	8-18			57.5	
94	8-18			39.9	
95	8-19			51.8	
97	8-19		NP	32.9	
99	8-19		NP	40.0	
101	8-20			76.2	
104	8-22			62.4	
106	8-22			42.6	
108	8-22		NP	35.6	
111	8-23			39.9	
114	8-23			35.8	
115	8-23			31.7	
116	8-23			42.0	Started using scalp screen
118	8-23			46.8	

TEST No.	Date	PI	S.E.	Remarks
1966				
121	8-24	NP	43.4	
64-R1	8-24		30.1	
122	8-24		59.2	
125	8-24	NP	36.9	
126	8-24		28.8	
127	8-24	NP	49.1	Started using scalp screen
129	8-25		45.4	
131	8-25	NP	66.4	
134	8-25		43.9	
137	8-26	NP	46.0	
139	8-26	NP	63.3	No scalp screen
142	8-26		44.8	
126-R1	8-26		30.8	
145	8-27	NP	55.2	
147	8-29		30.7	
148	8-29	NP	32.2	Scalp screen turned on
151	8-29	NP	39.2	
153	8-29		44.8	
155	8-30	NP	58.4	
157	8-30	NP	37.3	
159	8-30		46.0	
160	8-31		30.3	
161	8-31		27.7	Scalping screen started
162	8-31	NP	61.6	
164	9-1		59.6	
166	9-1	NP	42.0	

Test No.	Date	P.I.	S.E.	Remarks
	1966			
169	9-1	NP	55.2	
172	9-6		30.7	Possibly poor sample
174	9-6	NP	39.5	
175	9-6	NP	61.6	
177	9-6	NP	49.9	
178	9-7	NP	31.1	
180	9-7		21.9	Started scalp screen
181	9-7		51.0	
182	9-8	NP	30.1	
184	9-8		24.9	Moved to better material after this test
185	9-8		54.5	Installed larger scalp screen at end of shift.
186	9-9	NP	39.2	
188	9-9		41.6	Scalp screen used full shift.
190	9-12		28.8	Possibly poor sample
191	9-12		40.8	Same material
180-R1	9-12		31.6	
193	9-12	NP	37.1	Scalp screen used full shift.
195	9-13	NP	49.0	
184-R1	9-13		32.2	
190-R1	9-13		35.8	
198	9-13		37.1	
199	9-14	NP	35.8	
200	9-14		34.8	
202	9-15	NP	32.3	No scalping screen used
204	9-15		33.0	Do
206	9-15	NP	30.6	Do
209	9-15		40.0	

Test No.	Date	P.I.	S.E.	Remarks
	1966			
210	9-15		34.0	Not scalping part of shift
211	9-26	NP	34.3	Not scalping
213	9-26		40.9	Not scalping
214	9-26		62.7	Not scalping
216	9-26	NP	36.7	Not scalping
218	9-27	NP	64.3	Not scalping
220	9-27		53.1	Not scalping
221	9-27		61.0	Not scalping
223	9-27		48.4	Not scalping
224	9-28	NP	62.5	Not scalping
226	9-28		64.6	Not scalping
227	9-28		44.1	Not scalping
229	9-28		35.0	Not scalping
230	9-29	NP	45.3	Not scalping
232	9-29		61.8	Not scalping
233	9-29	NP	36.6	Not scalping
236	9-29		35.2	Not scalping
237	9-30		47.4	Not scalping
240	9-30	NP	33.7	Not scalping
241	9-30	NP	46.3	Not scalping
244	9-30		51.5	Not scalping
246	11-17		55.7	
249	11-18		38.3	
252	11-18		43.0	
253	11-21	NP	49.6	
255	11-21		50.7	

BURNSIDE-BIG CREEK
S.E. TESTS - 1-1/2"-0 BASE ROCK

TESTS TAKEN DURING PLACEMENT ON ROAD

DATE	Sampled at Plant as Material Loaded on Truck	Field Test Result on Sample taken of Same Material from Roadbed	Salem Lab. Result on Split Sample	Commercial Testing Lab. Rest on Split Sample submitted by contractor
6-5-67	29.4	31.8		
6-5-67	28.8	37.2		
"	31.1			
"	30.1			
"	38.8			
"	38.2			
6-6-67	27.0			
"	22.6		25.0	
"	34.7			
"	33.6			
"	36.7			
"	39.4			
" Field Inspector	24.5			
" Division Inspector	24.3		25.7	
6-7-67	27.7			
"	27.2			
"	40.0			
"	37.5			
"	29.0			
"	24.6			
"	25.4		39.0	30.6
"	29.8			
6-8-67	30.0			
"	33.7			
"	29.5			
"	32.8			
"	27.0		30.0	(Taken in Plastic sack) 25.0

6-8 Contractor suspended operations
6-9 32.0
6-14 Started up again.

SALEM LABORATORY RESULTS
CHECK TESTS & BPR RECORD SAMPLES

No.	Lab. No.	S.E.	P.I.	L.L.	Ore. Air Degradation	Remarks
1	789454	52.3		32		
2	789457	59.7		29		
3	790181	44.7		30		
4	790183	54.8		29		Failing gradation, 21.1% retain 1-1/2" + 6.1
5	790240	51.6		31		
6	790452	59.5		27		
7	791580	50.0		29		
8	791665	46.9		31		
9	791667	59.3		28		
10	792170	60.7		27		
11	792540	51		29		
12	792666	53.4		32	17.6% 1.5 inch	
13	793710	67.6		26		
14	794535	59.6		26		
15	794536	-		27		
16	795657	41.9		25		
17	797769	70		29		
18	797773	69.2		26	28.2% 2.2 inch	
19	808244	29.0		30		

2W13-2

E

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 19, 1967

To: MEMO TO THE FILES

SUBJECT: Burnside-Big Creek Section
Columbia River Highway
Contract No. 6773
1-1/2"-0 Plant Mix Stone Base

Material for this project and the Big Creek-Rock Creek Section was produced at the contractor's quarry site from August to November of last year. Approximately 213,000 tons were produced, of which 88,900 tons was placed on the Big Creek-Rock Creek Section, Contract No. 6779.

During the production, some material was produced which did not meet the sand equivalent specifications. A total of 158 S.E. tests were taken. There were 17 failing tests, and the material represented by 12 of these tests was re-tested and found suitable after mixing in the surge pile with better material. The only material which did not comply with specifications at the time of production was that represented by the 5 tests for which no re-tests were taken after mixing in the surge pile.

Mr. Asburry's concern that there could still be quantitites of poor material in the pile which had not been sufficiently mixed to upgrade them was expressed in his letter of April 25, 1967 to the prime contractor, Peter Kiewit and Sons' Company. A meeting was held May 3, 1967 with Dorman Construction Company, subcontractor for the crushing and placing of this material, at which the contractor agreed to keep whatever equipment necessary at the surge pile to properly blend the material before feeding to the pugmill. Tests were to be made to be sure that specifications were being adhered to prior to the material going into the pugmill.

Approximately 30,000 tons of material was placed on the road during production last year. On June 5 of this year, Dorman Construction started placing of base rock again.

Samples of the material were taken from the belt as the material entered the pugmill from the stockpile. S. E. tests only were made on the material, acceptance of the material as to gradation being based on the gradation tests performed during production. Failing S. E. tests of the material began occurring, results of which were not known until after the material had been placed on the road.

On Monday, June 5, 6 tests were performed of which 2 were failing, but upon re-testing were found suitable. On June 6, 7 tests were made of which 2, representing 262 tons, were failing. On June 7, 8 tests were taken of which 6, representing 1,926 tons, were failing. On June 8, 5 tests were taken, 2 of which were failing; one, however, had a value of 29.5. The other, a portion of a split sample brought to the Lab in Salem, had a value of 27.0 in the field and 30.0 on the portion tested by the Lab. The S.E. results ranged from 24.6 to 40.0. The average of all results being 31.4. Approximately 11,000 tons had been placed.

On Thursday, June 8, Dorman shut down and requested another meeting to discuss this problem and come up with a solution in order that a continuous placing operation could progress without having to remove or correct the material once it had been placed on the roadbed.

On Monday, June 12, a meeting was held in the Division office in Salem. The following personnel attended this meeting:

OREGON STATE HIGHWAY DEPARTMENT

R. D. Asburry	Division Engineer
J. B. Boyd	Assistant Division Engineer
Tom Schott	Division Testing Inspector
Robert Sandmann	Resident Engineer
John Walker	Assistant Construction Engineer
M. D. Glenn	Field Testing Engineer

CONTRACTOR'S REPRESENTATIVES

Bob Dorman	Dorman Construction Company
John Vanderwal	Dorman Construction Company
Bob Bryant	Dorman Construction Company
J. C. Compton	J. C. Compton Company

Bob Dorman made two proposals:

1. To wash the stockpiled material. This he would prefer not to do and after discussing it, it did not appear to practical. Space limitations and difficulties to be encountered with the Fish Commission's over use of Rock Creek were predominant factors.

2. Treat the top 4-inch lift of the plant mix stone base, between Stations 347 to 420, by roadmixing with 4 per cent cement. The State to furnish the cement and Dorman to do the required work of mixing and compacting.

Dorman was notified his proposals would be taken under consideration and he would be notified of our decision as soon as possible.

The cost to the State under the second proposal would be approximately $10,000, and the cost to the contractor approximately $8,000. There would be an additional benefit to the State in that additional strength to the base would result from the treatment.

The necessity of upgrading the base material or for additional strength in the base structure was discussed with Fred Yarbrough and Clarence Gregg. It was their opinion that the present base design was adequate and that in view of the test results, the material was suitable for use. Any degradation that might occur would not be to such a degree as to be detrimental.

In reviewing the facts, it is very doubtful that sufficient justification could be presented to the Bureau of Public Roads to obtain their participation in this proposal.

1. The percentage of failing tests made during the production of the base material is relatively small -- 3 per cent of the S.E. tests, 1 per cent of the gradation tests.

2. The two Oregon Air Degradation tests are suitable and did not indicate a degradation problem.

3. We accepted the same material on the Big Creek-Rock Creek Section, a State project, and on the easterly end of this project between Stations 476 and 505 last year while the material was being produced.

It is therefore recommended the material be used without treatment with cement and the quality of the material be accepted on the basis of the tests ran during production, and that Mr. Asburry's instructions to the contractor, as per their meeting of May 3, be complied with to the extent that the contractor maintain whatever equipment is necessary to properly blend the materials in the stockpile, to correct any segregation that has occurred in stockpiling, and to remove any obvious detrimental material prior to the time any of the material is delivered to the pugmill.

Mr. Asburry was notified of these recommendations on Tuesday, June 14.

M. D. Glenn
Field Testing Engineer

MDG:ss:fw
cc: F. B. Klaboe
R. D. Asburry
O. A. White

RECEIVED
OCT 24 1967

SP°23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

FOR FILING
F-135(7)
6773

Salem Office
October 17, 1967

To: Mr. D. H. Moehring
Right of Way Engineer
O f f i c e

SUBJECT: G. L. Rake Well Complaint
Contract No. 6773
Burnside-Big Creek Section
Columbia River Highway

Please find attached hereto my entire file concerning the claim by G. L. Rake that the construction of the Burnside-Big Creek Section of the Columbia River Highway dried up his well.

I have reviewed this matter with Mr. Klaboe and he has requested that your office commence negotiations for a settlement and release.

Mr. William Fretwell, Division Geologist, apparently estimates the cost of cure to run from $1700 to $2300. There may be other means or methods of settling this matter for less than that amount and, if so, they should be explored.

It is Mr. Klaboe's desire that the settlement be a cash money settlement without promises on our part to do the well drilling or guaranteeing a future well.

FRANK C. McKINNEY
Assistant Counsel

NOTED
F. B. KLABOE

FCMcK:ks:bdr
cc: Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. G. L. Decker
Mr. R. D. Asburry
Mr. G. E. Rohde

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

POSTED - SEE ENGINEER
SEP 29 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
FILING
F-135(7)
6773

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 28, 1967

Wickiup Water District
Route 2, Box 860
Astoria, Oregon 97103

ATTENTION: Mr. Kenneth Carlstrom
President

Re: Agreement for Waterline Adjustment
Wickiup Water District
Burnside-Big Creek Section
Columbia River Highway
Clatsop County
Contract No. 6773

Gentlemen:

This is to acknowledge the receipt of your check in the amount of $2,458.78 as the second of ten payments for the relocation of your water facilities under the subject project. This check has been forwarded to our Accounting Division for further processing.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
C. H. Maison (w/check-Wickiup W.D.)
R. D. Asburry
F. W. Sugnet

RECEIVED
SEP 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 9 - 1967
FOR FILING

F-135(7)

6773

September 27, 1967

Veatch, Lovett & Stiner
Law Offices
Yeon Building
Portland, Oregon 97204

Attention: Mr. Robert Kowaski

Gentlemen:

Thank you for your letter of September 25 advising us that the claim of your client, Charles T. Parker Construction Company, in the amount of $546 has been paid in full by Peter Kiewit Sons' Company.

Our records indicate that this claim was for equipment rental in connection with the Peter Kiewit Sons' Company Contract No. 6773 for work on the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County.

We will advise the surety, the agent, and the prime contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fhm
cc The Aetna Casualty & Surety Co.
Robert B. Clarke
Peter Kiewit Sons' Company
Commissioners

NOTE ON CARD
9-27-67
fran

LAW OFFICES

VEATCH, LOVETT & STINER

. YEON BUILDING

PORTLAND, OREGON 97204

JOHN C. VEATCH
JOHN C. VEATCH, II
CHARLES M. LOVETT
ALONZO P. STINER
NOBUO KAWASAKI
GREGG A. LOWE

September 25, 1967

TELEPHONE
226-6373

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

ATTENTION: Mr. C.W. Head, Assistant Secretary

Re: Charles T. Parker Construction Co. -
Peter Kiewit Sons' Co., Contract No. 6773

Dear Mr. Head:

Please refer to your letter of December 30, 1966 concerning the above captioned matter. This is to inform you that the claim of our client, the Charles T. Parker Construction Co., in the amount of $546 has been paid in full by the Peter Kiewit Sons' Co. We are advising you of such payment as per your request.

Thank you for your co-operation in this matter.

Very truly yours,

VEATCH, LOVETT & STINER

Nobuo Kawasaki

NK/nr

cc: Mr. Vic Woolcutt
Charles T. Parker Construction Co.
P.O. Box 20188
Portland, Oregon

RECEIVED
SEP 26 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
SEP 13 1967
FOR FILING
E-135(7)
677

C

September 12, 1967

1152

Mr. Charles W. Brooks
Executive Assistant
Oregon Office
of Senator Wayne Morse
620 S. W. Main Street
Portland, Oregon 97205

Dear Mr. Brooks:

This is in response to your August 25 letter concerning the complaint of Mrs. Roy Keller of Astoria relating to damages to their property arising from dust created by the State's contractor in connection with a highway project.

This project involved the Burnside-Big Creek Section of the Lower Columbia River Highway easterly of Astoria. This was a State Highway contract and Peter Kiewit Sons was the contractor. The work involved the relocation of the old highway parallel to the Keller property which is situated on an intersecting county road. The Keller's home is several hundred feet from the relocated highway. No right-of-way was required from the Kellers for the relocation.

Peter Kiewit Sons leased property from a neighbor across the county road from the Keller residence for his use as a headquarters and parking of heavy construction equipment while the new highway was being built. This leased land was not under the jurisdiction or control of the Highway Commission nor in any way a part of the highway project.

We are informed by our Resident Engineer in charge of the project that no complaints were lodged in his office by Mrs. Keller over the course of the work. The job is now completed. We have no knowledge as to whether a complaint was made to the contractor about the dust problem.

Under the terms of the State's contract, the contractor is required to conform to all statutes and regulations in relation to air pollution. He is obligated in performance of the work to use every reasonable and practical means to avoid damage to property. He is also required to make good any such damages to private property in the course of his operations.

We are not informed as to the nature or extent of the damages and, of course, cannot comment on whether the Kellers are entitled to damages and can only suggest that advice of private counsel should be sought in that regard.

I trust this fully explains the facts. As requested, we are returning Mrs. Keller's letter to Senator Morse.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
George Rohde
R. D. Asburry

GER:ks fn

JUL 31 1967

Astoria Or
July 26. 1967

Mr Wayne Morse
United State Senate
Washington D. C.

Dear Mr Morse.

The state is relocating Highway 30 and come close to our home.

Our Neighbor leased his land across the road from us to Peter Kiewet for 18 Months for his Offic gas tanks different equepment etc

Due to the new road a cut was Made in our road to Old highway 30 and a new road Made. We have had dust all last Summer and this from trucks coming to the offic and making the road.

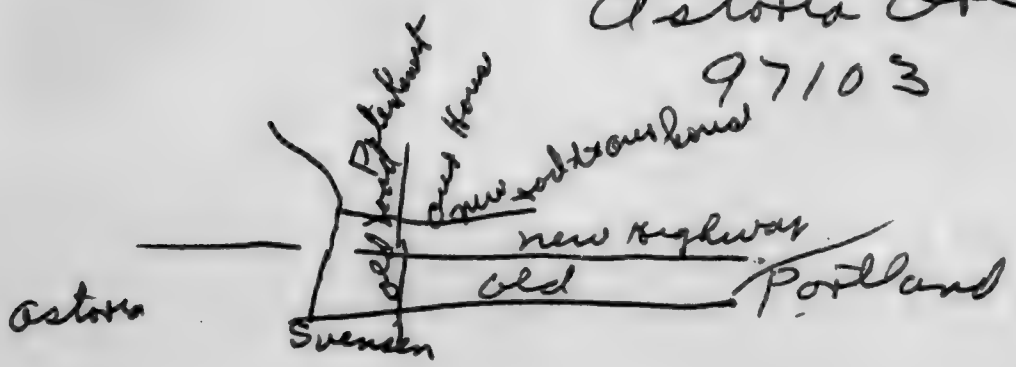
They will soon have the new road open as most of the hard top is finished.

We have been wondering if we

would be entitled to damage do to the dust. We haven't been able to paint last year or this. Our house is covered with dust Also our yard shrubs. grass &c.

If we are entitled to damage will you tell us who to see, And what to do.

Yours
Truly
Mrs Roy Keller
Route 2 Box 561
Astoria Ore
97103



UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

F-135(7)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. M. D. Glenn, Construction Div.

DATE: September 12, 1967

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

6913

SUBJECT: Oregon Project F-135(7)
Burnside - Big Creek Section
Plant-mix Stone Base

We have received inquiries from our Regional and Washington offices regarding the results of sand equivalent tests representing the plant-mix stone base material on subject project. They are primarily concerned with acceptance of the material based on tests at the time of production rather than just prior to final incorporation in the project. This perhaps stems from your not having a specification that clearly indicates the point of final acceptance for the various construction materials.

We are aware that you are in the process of revising your Materials Testing Manual. Also, you are now establishing a point of final acceptance for the various construction materials to be included in contract documents. This should aid in preventing future problems regarding material acceptability.

Regarding subject project, please provide a tabulation of the sand equivalent test values representing the plant-mix stone base material at time of production and when finally incorporated in the work. Information relative to your current practice regarding point of acceptance of crushed aggregate materials should also be included. Any other comments you may have regarding your decision to accept this material, as well as the methods used in obtaining substantial compliance, will be appreciated.

9-15-67

NOTED
F. B. KLABOE

REFERRED TO
Morgan - Young
BY ASST. STATE HWY. ENGR.

RECEIVED
SEP 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SEP 14 1967
STATE HIGHWAY

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 13 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. ERICKEN, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

F-135(7)

6773

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 1, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 26, 1967, on Contract No. 6773, Burnside-Big Creek Section, in Clatsop County, in connection with Federal-Aid Project No. F-135(7).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

NOTED
F. B. KLABOE

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Young 9-12-67

Bureau of Public Roads
Oregon Division Office Endorsement Date: 9-11-67

Conditions noted on above date:

Our acceptance of the contract work, as of August 26, 1967, is conditional upon satisfactory resolution of the outstanding price agreements.

A. W. Parsons
Division Engineer

By: M. E. Martin (for)
District Engineer

GKH:

cc: Forrest Cooper
L. H. Young

RECEIVED
SEP 1 - 1967
FOR FILING
F-135(7)
6773

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1967

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

SUBJECT: Your Assignment No. 1791
Dated 7/11/67
Burnside-Big Creek Section
Columbia River Highway
Contract No. 6773
File R-38306 - Puustinen

1791

Building

The above assignment relates to the claim for damages by Mr. Puustinen, arising out of the silting of his fish ponds during the construction of the above section of highway.

At the August 29th Commission meeting approval was given to the payment of $3,000 to Mr. Puustinen in consideration of a full and complete release for all loss, injury or damage to the subject ponds. This figure was negotiated, based upon the estimate of Peter Kiewit and Sons that it would cost $6,642 to clean out the silt from the two ponds.

Mr. Puustinen has executed the appropriate release of damages and the file is presently in line for vouchering and payment of the claim.

Returned herewith is your original assignment slip. It would appear that the matter is now completed.

G. E. ROHDE
Chief Counsel

NOTED
F. B. KLABOE

RECEIVED
SEP 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

GER:ks
attachment

9 1 67
REFERRED TO
By Asst. State Hwy. Engr.

FORM E-50 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 19, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

SUBJECT: Burnside-Big Creek Section
Columbia River Highway
Contract No. 6773
Silting of Fish Ponds
R-38306 - Toivo Puustinen

[ ] Building

I have for reply your assignment No. 1791 which relates to the claim for damages by Mr. Toivo Puustinen arising out of the silting of his fish pond during the construction of the above section of highway.

I have reviewed the correspondence submitted and discussed the matter with Mr. Moehring. We are both of the opinion that negotiations should continue with Mr. Puustinen on the basis of reaching a settlement in money for the damages rather than attempting to rectify the same by removing the silt. This is particularly appropriate since it appears from Mr. Sandmann's letter that the owner so desires.

#1791

I am forwarding the correspondence to Mr. Moehring to proceed with appraisal and negotiation.

G. E. ROHDE
Chief Counsel

GER:hg

cc - Mr. Vic Wolfe
Mr. D. H. Moehring

NOTED
F. B. KLABOE

copy

7-21-67
REFERRED TO
BY ASST. STATE HWY. ENGR.

RECEIVED
JUL 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH H. STADLEY, VICE-CHAIRMAN, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND

RECEIVED
SEP 6 - 1967

E135(7)
6773

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Astoria, Oregon
August 28, 1967

NOTED
F. B. KLABOE

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington

Subject: Contract No. 6773
Burnside - Big Creek Section
Columbia River Highway

Attention: Mr. L.V. Cassals

This will confirm verbal notice given that the surface smoothness of the climbing lane between stations 438 and 452 on the "Subject" project does not meet specifications according to Section 320-3.17 of the Standard Specifications (1964).

The area indicated cannot be accepted in its present condition. Corrective measures will be required.

Mr. John Compton was advised shortly after the area was paved that it was not acceptable. Cross rolling the panel was attempted but this did not correct the deficiencies. To date no other corrective measures have been attempted.

At the present time this office is making a complete check of the climbing lane panel from station 438 to 452 to determine the true extent of the deficiencies. Spot checks have been made which indicate areas to be as much as 1/8 th of an inch out of specified line beyond the tolerance limit allowed. You will be advised as soon as possible as to the true extent of the corrective measures required.

Please confer with your paving subcontractor and advise me as soon as possible as to the method you propose for correcting the deficiency of the panel indicated.

Robert A. Sandmann
Resident Engineer

RAS/krs

cc: Mr. R.D. Asburry, Div. Engr.

REFERRED TO

Date: By:

For:

Due Date:

RECEIVED
DIVISION ENGINEER - Division No. 2
AUG 29 1967
ROUTING
ASBURRY ☑ WIMER ☑ SOYO ☐
CANFIELD ☐ ☐ ROLL

RECEIVED
SEP 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 15 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

F-135(7)
6773

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attn: Mr. Fred Klaboe, Asst State Highway Engr

DATE: August 9, 1967

In reply refer to: 08-35-DA

FROM : W. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-135(7)
Clatsop County - Columbia River Highway
Burnside - Big Creek Section
Statewide Inspection-in-Depth
Asphaltic Concrete Pavement

NOTED
F. B. KLABOE

Transmitted herewith is subject inspection-in-depth performed by our personnel on July 26, 1967. This is the fourth inspection-in-depth this year concerning the asphaltic concrete paving phase of construction.

We are pleased to report that no major deficiencies were found and a follow-up inspection will not be necessary.

Morgan 8-14-67
Yours w/ encs.

RECEIVED
AUG 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

FORM PR-33D (REV. 10-68) cc: OSHD (Klaboe) Admin Mgr.
Region (3)
Wash DC thru Region
File 439

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Clatsop	F-135(7)

DATE OF INSPECTION	PHASE(S) INSPECTED
7-26-67	Asphaltic Concrete Pavement

INSPECTION MADE BY

Willis Grafe, Area Engr
Glenn K. Hossner, Area Engr

IN COMPANY WITH

R. Sandmann, Res Engr, OSHD
M. D. Glenn, Field Testing Engr, OSHD
J. B. Boyd, Asst Div Engr, OSHD

REPORT PREPARED BY

Willis Grafe, Area Engr

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)

Peter Kiewit Sons' Co.
Vancouver, Wash

Paving Subcontractor:
J. C. Compton Co.
McMinnville, Ore

CONTRACT AMOUNT

$ ~~2,418,842.00~~

PROJECT STATUS (% comp.)

90%

LOCATION

Columbia River Highway, U.S. Route 30, beginning 7 miles east of Astoria at Burnside and ending 0.8 mile west of Big Creek. Overall length 3.10 miles.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

BURNSIDE - BIG CREEK SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Structures and Signing

Inspection time: 6 Manhours, Field
6 Manhours, Office

Travel time: 12 Manhours

Write up: 3 Manhours

1. SUMMARY OF FINDINGS:

The project is being adequately administered and constructed with substantial compliance to specifications and regulations. Minor exceptions as follows:

a. Although observed to be doing substantial amount of straightedging, no record was being kept of the straightedging being done by the paving inspector.

(more)

EDITION OF (8-64) IS USABLE

b. Although assured that the tire pressure on the pneumatic breakdown roller was 80 lbs. per square inch, and it was easily possible to check this pressure, as well as the exact pressure on the Blaw-Knox rubber-tired paving machine, no instrument was available for the checks.

c. Rubber-tired breakdown roller was causing some pickup by accumulation of sanded asphalt on the wheels and this was felt to be due to cooling of the wheels in the breeze.

2. RECOMMENDATIONS:

a. The inspector should keep a record in his daily work report of the stations between which he has done his straightedging and make a statement concerning the results thereon.

b. A pressure guage should be provided for the use of the inspector to check the tire pressure on any rubber-tired rollers or pavers to assure that adequate pressure is being maintained to perform the job properly.

c. A shroud should be placed around the roller wheels consisting of heavy belting or some other type of wind-breaking equipment to assure that no cooling takes place in the wheels except next to the edge of the pavement.

DETAILED REPORT OF INSPECTION:

Inspection involved a full review of the office records and plant operation, rolling, hauling, weighing and general layout of operations.

Acceptance tests were available showing satisfactory compliance with the requirements of the specifications. The operation of the new fully automatic asphaltic concrete mixing plant was observed and explained in some detail by the operator and the adequacy of the pavement-placing equipment was checked. All the equipment was observed to be operating satisfactorily with an adequate number of hauling units and paving equipment to assure steady production and placement of material.

Roadbed surface is adequately prepared prior to placement of the paving and rubber-tire breakdown and finishing with steel-wheel rollers was giving adequate compaction.

The spots occurring on the pavement because of the pickup of the rubber-tire roller were quite noticeable and were said to be a phenomenon only occurring on this year's operation. Last year it was not a problem. The contractor will place a protection around the wheels at the end of the shift.

(more)

Cores cut by the Division office coring equipment show that the separation between the lifts is non-existent clear down through the plant-mix bituminous base.

Scales are adequately checked and calibrated in place and the pioneer asphaltic concrete plant is unchanged functionally as it came from the factory. The only changes have been the fully automatic switch gear. Positive interlocking control is maintained between the metering pump and the asphalt feed, so no problem is being experienced in this respect.

Ticket writing procedure and validation procedure is satisfactory, and an adequate record of all rejected materials is being kept in the field and summarized in the project office.

Asphalt trucks are being weighed as they come onto the project and we were advised that all trucks come on in the daytime.

Pay quantity of asphalt will be determined on the basis of the weights across the scales less the rejected material. New instructions with regard to project weighing of asphalt are followed.

Original and secondary records for preparation of daily summaries and estimates were reviewed in the office and found to be satisfactory.

The project is considered to be adequately staffed by competent, conscientious personnel and the finished product appears to be of excellent quality.

Work sheet used in the inspection is on file in the Division office.

RECEIVED
AUG 11 1967

FOR FILING
F-135(7)
6773

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1967

SUBJECT: Burnside-Big Creek Section
Columbia River Highway No. 2
Clatsop County

To:

Mr. R. D. Asbury
Division Engineer
Division II
East Salem Highway Building
Salem, Oregon 97310

NOTED
J. B. MARBOE

This is to advise you that the following section of highway has been [redacted]opened to traffic:

Section Burnside-Big Creek

Highway Columbia River No. 2

County Clatsop

throughway

Pursuant to an/abandonment agreement between the State and Clatsop County dated March 8, 1966, the County shall accept jurisdiction over and maintain as part of the county road system Units _____ of the old right-of-way and the State shall place the old highway in serviceable condition before turning it over to the county. **Please note General Provisions of the above agreement Re: inspection and conditions prior to formal transfer to County.**

Inasmuch as the Highway Commission will adopt a resolution in the near future abandoning these portions of old right-of-way to the county, please contact the county to inspect and correct any deficiencies in the old highway before it is given to the county.

F B Klaboe

F. B. Klaboe
Assistant State Highway Engineer

cc. F.B. Klaboe ✓
E.S. Hunter
R.M. Smith
H.S. Cox

RECEIVED
AUG 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 1967
FOR FILING
F-135(7)
6773

SP°23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1967

SUBJECT: Preliminary Press Release

To: Mr. Frank Morgan
Construction Engineer
Department

The Burnside-Big Creek section of the Lower Columbia River Highway will be open to traffic about Tuesday noon, August 8, 1967.

This 3.1 mile project is about seven miles east of Astoria, Oregon. It will enable the trafeling public to by-pass several problem intersections and much sinuous alignment. There were three structures in this 2.8 million dollar project being over Ferris Creek, Bear Creek, and Mary's Creek.

The project, which consisted of about 700,000 yards of excavation work is part of the continuing efforts of the Oregon State Highway Department to improve the highway from Astoria to Portland.

R. D. Asburry
Division Engineer

By J. B. Boyd
J. B. Boyd
Assistant Division Engineer

JBB:mj
cc: Mr. John Early
Public Information

NOTED
F. B. KLABOE

RECEIVED
AUG 4 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swen	Olson

RECEIVED
AUG 2 1967
CONSTRUCTION
DIVISION

RECEIVED
AUG 3 1967

FORMING
T 35(7)
6 / 1

SP*23811.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1967

To: MEMO TO THE FILES

SUBJECT: Burnside-Big Creek Section
Columbia River Highway
Contract No. 6773
BPR Inspection - Paving

An inspection in depth of the paving portion of the subject project was made on July 25 by the following personnel:

W. R. Grafe	Area Engineer, BPR
Glenn Hossner	Area Engineer, BPR
J. B. Boyd	Assistant Division Engineer, OSHD
R. A. Sandmann	Resident Engineer, OSHD
Tom Schott	Division Inspector, OSHD
M. D. Glenn	Field Testing Engineer, OSHD

F. B. KLABOE
NOTED

In general, the entire paving operation was being performed in a satisfactory manner and in conformance with the plans and specifications. A few minor "nits" were called to the attention of the Resident Engineer and Sam Welsh, Superintendent for subcontractor J. C. Compton, and are being corrected.

1. Wheels of rubber tired rollers should be hooded to retain heat in tires and aid in minimizing "pickup". There appeared to be more than a normal amount of globs of fines and asphalt being picked up and dropped from the wheels of the rubber tired roller onto the finished surface on the day of the inspection. This appeared to be greater than that left on previously completed surfaces and while not detrimental, was unsightly. It was overcast and a cool breeze was blowing which is considered a contributing factor. The contractor's superintendent stated he would install the hoods as requested.

2. The air pressure in tires of the rubber tired rollers has not been checked in compliance with 320-3.4(c). Compaction test cores taken to date indicate the specified compaction is being obtained. Tires will be checked for uniformity of tire pressures.

3. The street inspector has been doing a good job in checking the slope and surface smoothness; however, no notations have been made in the records of this. This will be noted in his diary in the future.

M. D. Glenn
Field Testing Engineer

MDG:fw

cc: F. B. Klaboe
R. D. Asburry
R. A. Sensmann

RECEIVED
AUG 1 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

WICKIUP WATER DISTRICT

SVENSEN

ROUTE 2 — BOX 860 — ASTORIA, OREGON

-5771

JUL 24 67

July 19, 1967

REFERRED TO admin BY SECRETARY

REFERRED TO [signature] BY DEPUTY STATE HIGHWAY ENGINEER

State of Oregon
Highway Department
Salem, Oregon

Re: County Clatsop
Highway Columbia River
Section Burnside-Big Creek

Gentlemen:

The Board of Directors of the Wickiup Water District at a recent meeting were wondering why we did not receive a copy of the bid accepted by the Highway Department on the Burnside-Big Creek Section. We feel since we must reimburse the Oregon State Highway Department the sum of $24,587.75, that we should have a copy of the bid accepted by Peter Kiewitt & Sons.

Please mail at your earliest convenience to our office the total amount accepted, and awarded to Peter Kiewitt & Sons.

Very truly yours,

Nancy Ziak

Nancy Ziak, Bookeeper

Contract 6773
awarded 3-23-66

RECEIVED JUL 21 1967 OFFICE OF STATE HIGHWAY ENGINEER

RECEIVED JUL 21 1967 OFFICE OF ENGINEERING

RECEIVED JUL 21 1967 OREGON STATE HIGHWAY COMMISSION

4-1002

RECEIVED
JUL 11 1967
FORM E-20X—20M—7-66

SP°23811-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1967

To: Mr. F. D. Morgan
Construction Engineer
Department

SUBJECT: Assignment FBK 1320 and 508-M
Silting of Fish Ponds
Burnside-Big Creek Section
Columbia River Highway
Contract No. 6773

Attached for your information is a copy of a report by Resident Engineer Sandmann regarding the subject matter wherein he recommends that the settlement be made with Mr. Puustinen regarding this matter rather than trying to rectify the damage.

After reviewing and discussing the matter with people who have viewed the location, I must concur with his recommendation. If you concur with this recommendation, please advise and we will have Resident Engineer Sandmann pursue this matter as a claim rather than trying to restore the facility.

R. D. Asburry

R. D. ASBURRY
Division Engineer

NOTED
F. B. KLABOE

RDA/bdr
Attach.
cc: Mr. Robert Sandmann

Recommend this be turned over to R/W for settlement.

Morgan

RECEIVED
JUL 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 80M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
June 30, 1967

SUBJECT: Burnside - Big Creek Section
Columbia River Highway
Contract No. 6773
Silting of Fish Ponds
Puustinen (R/W 38306
Assignment No. 508-M

To: Mr. R. D. Asburry
Division Engineer
East Salem State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. J. B. Boyd
Assistant Division Engineer

I have checked with Mr. Toivo Puustinen regarding the cleaning of his fish pond and he is of the opinion a settlement of the claim for damage might be more to his satisfaction. I have to agree as there is a good possibility more damage could result from our efforts to correct the minor amount of damage that has been done. I queried Mr. Puustinen on the amount of damage he felt had been done last winter. He quoted me a figure of $3,000.00. I privately did not agree with his figure.

Peter Kiewit Sons' Co. was then contacted and requested to prepare an estimate on the cost of doing the work to repair the winter damage. Subsequently they gave me a figure of $7,000.00.

Therefore I hereby recommend an effort be made to arrive at a monetary settlement with Mr. Puustinen rather than attempt to repair the damage on an extra work basis as indicated in the letter of January 13, 1967.

NOTED
F. B. KLABOE

Robert A. Sandmann
Resident Engineer

RAS/krs

PUUSTINEN INSURANCE AGENCY

TOIVO PUUSTINEN
Route 2, Box 575, Telephone Knappa, 458-2281
ASTORIA, OREGON
97-103

January 6, 1967

-4855

JAN 9 67

Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon 97310

Dear Mr. Cooper:

This will acknowledge receipt of your letter of December 28, 1966, and we thank you for your forthwright position in regard to the matter of the siltation in the fish ponds.

As you have stated good judgment decrees that removal of the silt should await completion of the highway project. We will be pleased to receive your further cooperation in the matter of removing the silt at that time in the most expeditious and economical way possible.

Sincerely yours,

Toivo Puustinen

TOIVO PUUSTINEN

Routing

Morgan
Decker
Bond
Berbee
Walker
Glenn
Swan

RECEIVED
JAN 11 1967
CONSTRUCTION
DIVISION

Pease
Moreland
Trout
Scott
Wills
Litchfield
Olson

NOTED
F. B. KLABOE

RECEIVED
JAN 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

1 5

Form E-800—8M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
MAY 1 1967
Date ____ By W E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Burnside-Big Creek Section Date May 1, 1967

Highway Columbia River Contract No. 6773

County Clatsop Prefix 4-1002

Contractor Peter Kiewit Sons' Co. F. A. Project No. F-135(7)

Address P. O. Box 1777, Vancouver, Washington Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Refinishing fill slope and placing rock material on finished slope at designated areas. Also work required to repair washout areas where designated.

NOTED
F. B. KLABOE

Location by station numbers:
"FR1" 1+50 Lt.-"FR1" 2+50 Lt. - Refinish fill slope & place rock thereon.
"L" 461+50 Rt.&"L" 473+00 Rt. - Repair washout at fill toe.
"L" 435 Rt.-"L" 437 Rt.; "L" 473 Lt.-"L" 478 Lt.; "L" 507 Lt.-"L" 511 Lt.- Repair drain ditches.

Estimate of quantities and cost:

Equipment - - - - - - - - - - - -	$1,425.00
Labor - - - - - - - - - - - - - -	550.00
	$1,975.00
+15%	296.25
	$2,271.25

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Work required to correct damage caused by heavy rainfall during winter. Work to start approx. 5/3/67. Verbal approval given 5/1/67 by John Bond as per Division Office. Maximum equipment rental rates allowable as per A.G.C.-State agreement. Percent allowed contractor is in accordance with executed contract for this job.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,844,005.34
Present estimate of project cost, including $ 2,271.25 for work under this order	$2,844,005.34
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Robert A. Sandmann
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer Asst.
Division Engineer

Approved: /s/ L. H. Young
Assistant State Highway Engineer or Office Engineer.

SP*6291-784

Young 5-17-67

FORM E-123X DOM 4-62

RECEIVED
MAR 1 4 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-135(7)
6773

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 16, 1967

Allstate Insurance Co.
1035 E. Burnside
Portland, Oregon

Re: Our File CLC 67-11
Power Line Damage
Pacific Power & Light Company
Fern Hill-Burnside Unit
Astoria-Big Creek Section
Columbia River Highway
January 30, 1967

Gentlemen:

We are enclosing a claim letter dated February 20 from Pacific Power & Light Company, with itemized repair statement, and a report dated February 23, 1967, from Loren A. Weber, Resident Engineer, relating to the above incident.

This appears to be a matter covered by our Employees Comprehensive Liability Policy with your company. Will you kindly keep us advised of the status of this matter.

Thank you for your cooperation.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

NOTED
F. B. KLABOE

AHJ:gv
Encs.
cc: F. B. Klaboe
F. D. Morgan
R. D. Asburry
G. E. Rohde
Loren Weber

RECEIVED
MAR 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form No. 21
(11-63)
(Prescribed by
A.G.A. 20040)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 15, 1967

In reply refer to: 08-35-DB/439

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Fred Klaboe, Asst. State Hwy. Engr.

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-135(7)
Burnside - Big Creek Section
Followup Report on Construction Inspection-in-Depth Report

Enclosed is a followup report covering construction signing and flagging on the subject project.

This followup inspection was made in order to evaluate the corrective measures taken following the initial inspection last September.

In review of the project we found that steps had been taken to correct the deficiencies noted in the first report, and the plans proposed for future controls are considered to adequately cover the traffic signing for this project.

Enclosure

RECEIVED
MAR 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D (REV. 10-65) cc: OSHD(Klaboe) Region (3 Admin Mgr Wash DC thru Region File 439

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPT EPORT

(PPM 20-6.1)

(Check appropriate one) ☐ ORIGINAL INSPECTION REPORT ☒ FOLLOWUP REPORT

snf

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Clatsop	F-135(7)

DATE OF INSPECTION	PHASE(S) INSPECTED
3-1-67	Construction Signing and Flagging

INSPECTION MADE BY	IN COMPANY WITH
P. V. Riedl, Area Engr G. K. Hossner, Area Engr	R. A. Sandman, Res Engr, OSHD

REPORT PREPARED BY

Paul V. Riedl, Area Engr P. V. Riedl

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Peter Kiewit Sons' Co. Box 1777 Vancouver, Wash.	$ 2,418,842
	PROJECT STATUS (% comp.) 70%

LOCATION

Project is located on Columbia River Highway, U.S. Route 30, beginning 7 miles east of Astoria at Burnside and ending 0.8 mile west of Big Creek. The overall length of the project is 3.10 miles

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION. (Part of a Statewide inspection-in-depth)

BURNSIDE - BIG CREEK SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Structures and Signing

This inspection was made in order to evaluate the action taken by the State and the contractor with respect to the construction signing. The initial inspection-in-depth was made on September 12, 1966. This report is a followup of the corrective action taken by the State following the comments made in the initial report.

The State Highway Department took immediate action following receipt of the report which consisted of an independent inspection of the project, reviewing the points brought up in our report, and taking immediate steps to correct the deficiencies.

(more)

EDITION OF (6-64) IS USABLE

This inspection then was made to determine the adequacy of the changes. The following, then, is a list of changes already made, or planned to be made, upon resumption of work in the spring.

Item No. 1 - Sign Locations

The signs regulating the flow of traffic have now been placed where they adequately warn the traveling public of the roadway conditions.

Item No. 2 - Misleading Information

The signs used by the contractor that had conflicting information on both sides have been removed from the project. All signs now placed adequately convey the proper messages.

Item No. 3 - Substandard Sign Posts

All the signs now placed have the proper mountings and are set at the required height.

Item No. 4 - Lack of Warning Signs

The comments under this item stated that no action would be recommended as the Resident Engineer would take immediate corrective action. This was done and the contractor placed the necessary warning signs to inform the traveling public of the trucks entering or leaving the quarry site.

Item No. 5 - Barricades

The contractor and the State have obtained and placed the standard barricades conforming to the requirements of Section 5C-3 of AASHO Manual on Uniform Traffic Control Devices.

Comments:

Following our initial inspection of this project the Highway Department headquarters made a complete study and investigation of this signing problem. It was found that due to the small amount of signing necessary to adequately control traffic on this project, the contractor did not give this feature of his construction activity the importance it deserved.

(more)

This matter was reviewed with the contractor and he took the necessary steps to provide adequate signing. The project was substantially on a winter suspension and steps were taken to place the signing on a semi-permanent basis until spring resumption of construction activities. The signing was then inspected on this trip and found to satisfactorily control the traffic through the project.

The Resident Engineer has made plans to meet with the contractor prior to the spring resumption and go over the plans for flagging and signing. The contractor has already made plans to have one person in charge of traffic signing on a daily basis. This man will then work together with a designated State inspector to insure the adequacy of the placed signs and work out the details of changes needed.

In summary, it was found that immediate steps were taken by the State to insure that the contractor would improve the construction signing of the project. This was accomplished and it was found that adequate signing now exists. Also the planning for controlling the signing during the next construction season is a proper approach in the control of the safe flow of traffic through this project.

RECEIVED
MAR 10 1967
FOR FILING

F-155 (7)

6773

BP*29657-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1967

SUBJECT: Power Line Damage
Fern Hill-Burnside Unit
Astoria-Big Creek Section
Columbia River Highway

To: Mr. G.E. Rohde
Chief Counsel
BUILDING

Attention: Mr. Frank McKinney

In accordance with our telephone conversation, I submit herewith the following data relating to a January 30, 1967 incident in which one of our survey crews operating out of Astoria cut a tree which damaged a PP & L power line:

February 23, 1967 report from Resident Engineer Weber.

February 16, 1967 invoice from PP & L in the amount of $221.34.

February 20, 1967 PP & L transmittal.

March 1, 1967 report from Assistant Division Engineer Wimer.

We understand that you will handle this as a claim covered by our personal liability insurance policy.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

NOTED
F.B. KLABOE

JAB:sg
Attachments

cc: F.B. Klaboe
R.D. Asburry

RECEIVED
FEB 2 1967
FOR FILE

SP 28687.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1967

6.1.1 (7)
6.1.2

To:

Mr. R. D. Asburry
Division Engineer
State Highway Department
Salem, Oregon

SUBJECT: Ansel R. Maki
Raw Sewage
Burnside-Big Creek Section
Lower Columbia River Highway

NOTED
F. B. KLABOE

Reference is made to a letter received from Mr. Joseph A. Jensen, District Sanitary Engineer, Oregon State Sanitary Authority, regarding our complaint that Mr. Maki is draining raw sewage upon State Highway property.

Will you please contact Mr. G. E. Rohde of the Legal Division and determine what action he wishes to take in this matter. He will probably need proof beyond a reasonable doubt by test that fish and other aquatic life is being damaged by this discharge. Evidently sanitation by itself is not adequate grounds for further action.

F. D. Morgan
Construction Engineer

FDM:fp

cc F. B. Klaboe

RECEIVED
FEB 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 31 1967
FOR FILING

FORM WPC-19

MEMBERS OF THE AUTHORITY
HAROLD WENDEL, CHAIRMAN, PORTLAND
DR. RICHARD H. WILCOX, PORTLAND
CHRIS L. WHEELER, SALEM
HERMAN P. MEIERJURGEN, BEAVERTON
B. A. McPHILLIPS, McMINNVILLE
EDWARD C. HARMS, JR., SPRINGFIELD
JOHN P. AMACHER, WINCHESTER
KENNETH H. SPIES, SECRETARY
PORTLAND

F-135(7)

6773

STATE OF OREGON
OREGON STATE SANITARY AUTHORITY
A DIVISION OF THE OREGON STATE BOARD OF HEALTH
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND, OREGON 97201

MAILING ADDRESS:
P. O. BOX 231
PORTLAND, OREGON 97207

TELEPHONE:
AREA CODE 503
226-2161

January 25, 1967

RECEIVED
JAN 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. F.B. Klaboe
Assistant Engineer

Re: S - Clatsop County

Gentlemen:

This is in reply to your letter of January 10, 1967, pertaining to the complaint of raw sewage coming from the Ansel R. Maki property, Route 2, Box 569, Astoria, Oregon. On January 19, 1967 representatives of this department contacted Mr. Maki and discussed this problem with him.

It was learned that the Highway Department obtained bids for the installation of a septic tank and drainfield to serve the existing residence for Mr. Maki. On the basis of these bids, payment for the construction of this system has been made to Mr. Maki. Mr. Maki indicated that he is now unable to have any of the three contractors perform the work that they bid upon. He expressed a willingness to correct the problem if he could get the work done for the amount paid to him for this purpose.

It would appear that ample property is available to construct this proposed system. Mr. Vaughan, Clatsop County Sanitarian, has observed the proposed site and indicated that the land area is available and had indicated that he will inspect the construction of the facility before it is backfilled.

As it now stands, we can see no reason why this facility should not be constructed as originally proposed, if Mr. Maki can engage a contractor to do the work. Mr. Vaughan agreed to inform other contractors in Clatsop County of this proposed job in hopes that Mr. Maki can come to an agreement with one of these contractors.

In your letter you have indicated that this situation would appear to be in violation of ORS 368.930, ORS 449.075, and ORS 449.077, and that under ORS 449.080, the Sanitary Authority can compel Mr. Maki to stop this flow of

1-30-67
REFERRED TO
Jongeward - Rohde - Hathaway
BY ASST. STATE HWY. ENGR.

F. B. KLABOE
FILE

raw sewage. The primary statute which you cite here, 368.930, can be used by any private citizen or state agency. Ordinarily a problem of this nature is handled by the local health department, however, since there is this special problem of alleged insufficient reimbursement and some reported hard feelings on the part of Mr. Maki, the local sanitarian is reluctant to press this matter as an enforcement action. In order to invoke the statutes pertaining to water pollution, it would be necessary to show beyond reasonable doubt by test that fish and other aquatic life were being damaged by this discharge. It therefore appears advisable that a complaint be signed by someone in your department since you have firsthand and the most complete knowledge of all of the factors involved. We, therefore, recommend that you seek compliance through the Clatsop County District Attorney by signing a complaint under ORS 368.930.

Very truly yours,

Joseph A. Jensen
District Sanitary Engineer

JAJ:jf

cc: Clatsop County District Attorney
cc: Clatsop County Health Department

RECEIVED
JAN 17 1967
FOR FILING

F 125 (7)
6773

MEMBERS OF THE AUTHORITY
HAROLD [illegible], PORTLAND
DR. RICHARD H. WILCOX, PORTLAND
CHRIS L. WHEELER, SALEM
HERMAN P. MEIERJURGEN, BEAVERTON
B. A. McPHILLIPS, McMINNVILLE
EDWARD C. HARMS, JR., SPRINGFIELD
JOHN P. AMACHER, WINCHESTER
KENNETH H. SPIES, SECRETARY
PORTLAND

STATE OF OREGON
OREGON STATE SANITARY AUTHORITY
A DIVISION OF THE OREGON STATE BOARD OF HEALTH
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND, OREGON 97201

MAILING ADDRESS:
P. O. Box 231
Portland, Oregon 97207
TELEPHONE:
AREA CODE 503
226-2161

January 13, 1967

NOTED
F.B. KLABOE

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: S - Clatsop County

Dear Mr. Cooper:

This will acknowledge receipt of your letter of January 10, 1967, concerning the sewage drainage problem on State Highway Right-of-Way near Astoria, Oregon.

This matter has been referred to our Portland District Engineer's office who will follow up with corrective action in cooperation with the Clatsop County Health Department as circumstances indicate.

Very truly yours,

Ely J. Weathersbee

Ely J. Weathersbee
Deputy State Sanitary Engineer

EJW:dk

cc: Portland District Office

RECEIVED
JAN 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Referred to
By Asst. State Hwy. Engr
1-16-67

Kindly handled by Gus Johnson
1-20-67 - no other matter

RECEIVED
JAN 11 1967
FOR FILING

F 135(7)
6773

January 10, 1967

Mr. Teivo Puustinen
Route 2, Box 575
Arterin, Oregon 97103

Dear Mr. Puustinen:

Re: Our Files: R-38304, R-38306
Burnside-Big Creek Section
Columbia River Highway
Clatsop County

Regarding the raw sewage mentioned in your letter, I suggest that you contact Mr. Kenneth H. Spies, State Sanitary Engineer, Post Office Box 231, Portland, Oregon 97207, and ask that the State sanitary authority take some action to compel Mr. Maki to stop the drainage of raw sewage onto your property.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
G. K. Rohde
R. D. Asburry
Frank McKinney
Jack L. Sollis

JLS:ja;hg srb

RECEIVED
JAN 11 1967
FOR FILE

F-135(7)

6772

January 10, 1967

Mr. Kenneth H. Spies
State Sanitary Engineer
Oregon State Board of Health
Post Office Box 231
Portland, Oregon 97207

Dear Mr. Spies:

Re: Drainage of sewerage on state highway right-of-way and private property
Our Files: S-38304 and S-38306

It has been brought to our attention that Mr. Ansel R. Maki, Route 2, Box 569, Astoria, Oregon, is letting raw sewage drain on state highway right-of-way and the sewage subsequently drains into fish ponds owned by Mr. Toivo Puustinen, Route 2, Box 575, Astoria, Oregon.

This would appear to be in violation of ORS 368.930, ORS 449.075 (2) and ORS 449.077, and that under the authority of ORS 449.080 (5), the State sanitary authority could compel Mr. Maki to stop this flowage of raw sewage.

The State Highway Department bought a parcel of land from Mr. Maki for highway right-of-way and paid him (in addition to the land value) a sum to rearrange his septic drainage field which our highway construction disturbed. We have requested Mr. Maki to rearrange his drainage field and stop the flowage of raw sewage onto state highway right-of-way and, subsequently, into Mr. Puustinen's fish pond but as of now he has taken no action.

Attached for your reference is a sketch map of the area.

If you have any further questions or desire any additional information, please do not hesitate to contact the Highway Department.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

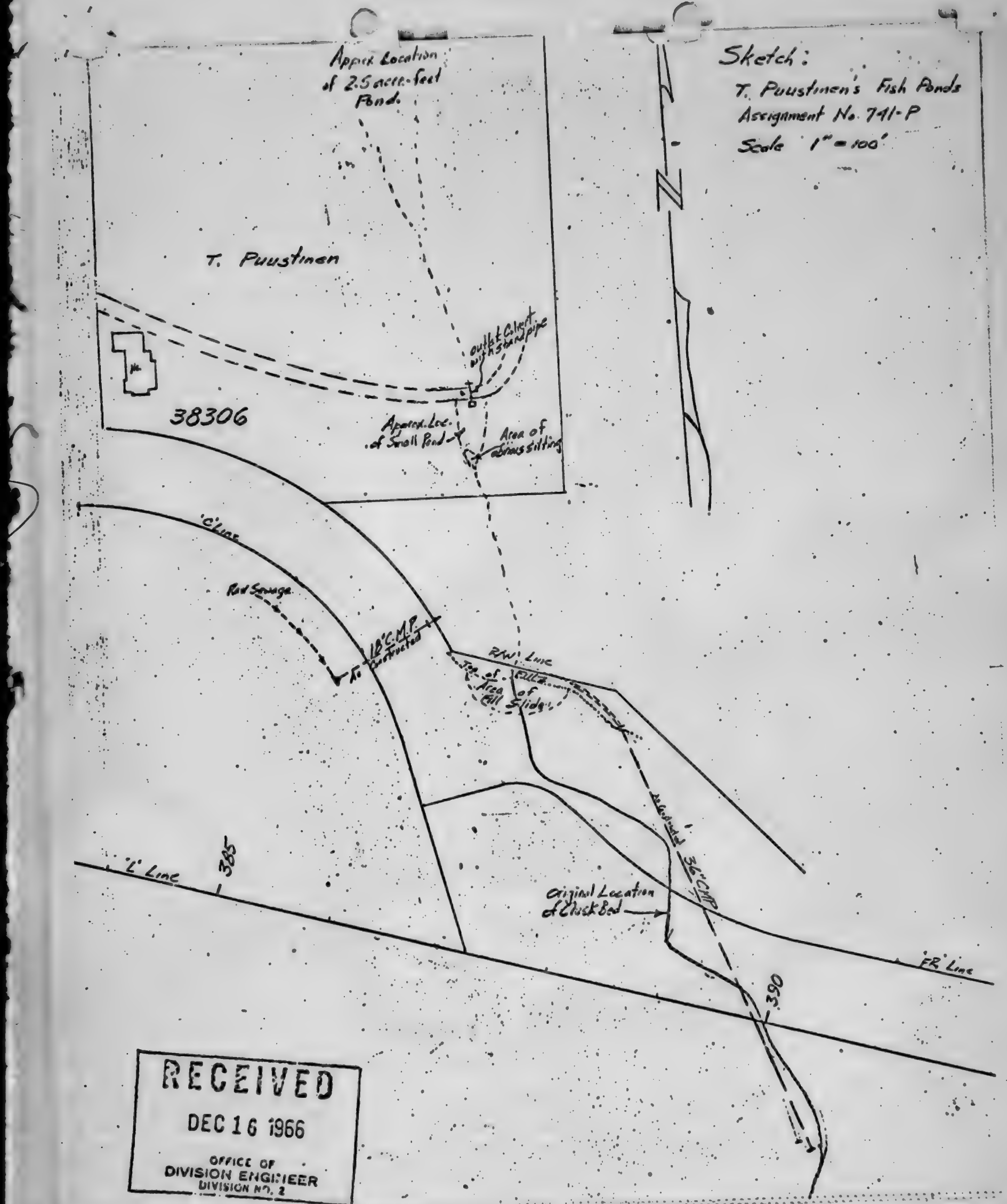
F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
G. E. Rohde
R. D. Asburry
Frank McKinney
Jack L. Sollis

[illegible]:ja:hg srb

Sketch:

T. Puustinen's Fish Ponds
Assignment No. 741-P
Scale 1" = 100'



RECEIVED
DEC 16 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

JAN 13 1967

FOR UNITED STATES GOVERNMENT

Form CD-121 (11-63) (Prev. by A.O. 200-10)

Memorandum

F-135(7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 9, 1968

In reply refer to: 08-35-DA/439

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth Control No. I-35-66-EID(215)48
Summary Report - Commercial Portland Cement Concrete Plants

During this past year commercial plants furnishing concrete to projects U-318(10), F-135(7), S-128(5), SU-441(6) and I-5-4(54)197 were inspected.

You were furnished copies of each report requesting your comments concerning each.

The materials being produced at all the plants substantially met specification requirements; however, the following items were noted:

#6948

1. U-318(10) - It was possible that the practice of making one gradation check a month would not comply with the minimum frequency rate established by your department.

#6913

2. F-135(7) - Tests reports on the aggregates used were not in the project file. There was evidence the tests had been made and the reports were available at another project.

#6916 #6944 - #6934

3. S-128(5), SU-441(6), I-5-4(54)197 - The scales had not been checked recently and the water meters had not been checked within the memory of the inspectors.

4. None of the plants had cement storage capacity to allow sampling of the cement 12 days before use.

You have indicated corrective action has been taken where needed.

Shaw
REFERRED TO
Bridge - Morgan - Grant
Br. Asst. State Hwy. Engr.
1-12-64

RECEIVED
JAN 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 9ON 7-66

RECEIVED
JAN 3 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILED
JAN 3 1967
TOM McCALL
SECRETARY OF STATE

F-135(7)
6773
Claim File No. 4264

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JAN 3 8 43 AM '67
TOM McCALL
SECRETARY OF STATE

December 30, 1966

Charles T. Parker Construction Company
P.O. Box 20188
Portland, Oregon 97220

NOTED ON CARD
wbs

Attention: Mr. V.B. Woolcutt

Gentlemen:

This is to acknowledge receipt of your claim letter of December 29 stating that Brookfield Readymix owes you $546 for equipment rental.

From the description given in your letter, this appears to be in connection with Peter Kiewit Sons' Company Contract No. 6773 for grading, paving, and structures on the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County.

The Aetna Casualty and Surety Company through Robert B. Clarke, 321 Yeon Building, Portland, 97204, furnished the performance bond on this contract. We will advise them of the receipt of your letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
By C. W. HEAD
C.W. Head, Assistant Secretary

cc Peter Kiewit Sons' Company
The Aetna Casualty & Surety Company
Robert B. Clarke
Hon. Tom McCall

RECEIVED
JAN - 5 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

PHONE 288-5651

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

P. O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220

December 29, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Sir:

Thank you for your letter of December 28, 1966, giving us the information on Peter Kiewit Sons' Company Contract #6773.

Kindly file notice of our claim under the bond for the rental of our Mixer Trucks, fully operated, to Brookfield Readymix in supplying transit mix concrete to Peter Kiewit Sons' Co. on the above contract. The amount due us is --

39 hrs. @ $14.00 per Hr.	$546.00

Kindly notify the surety as well as the Contractor and see that the claim is filed with the Secretary of State.

Thanking you for your cooperation, we are

Yours very truly,

CHARLES T. PARKER CONSTRUCTION CO.

By V. B. Woolcutt

VBW:dab

cc: Veatch, Lovett & Stiner
1210 Yeon Building
Portland, Oregon 97204

RECEIVED
DEC 29 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 3 - 1967

FOR FILING
F-135(7)

6773

December 28, 1966

1247

Mr. Toivo Puustinen
Puustinen Insurance Agency
Route 2, Box 575
Astoria, Oregon 97103

Dear Mr. Puustinen:

We are sorry to hear that construction of the relocated highway in the vicinity of your property has caused damage to some of your facilities.

The disturbance of the terrain, such as the constructing of a new highway, is going to cause a certain amount of siltation in the local streams during the rainy season. Our local Resident Engineer has investigated this matter and determined that some siltation has occurred in your fishponds. Presumably, at least some of this could have been caused by our road construction. We are sorry that this has occurred but it is just one of the problems that must go along with this kind of work.

If agreeable with you, we will, when the new construction has consolidated to where this condition will not normally reoccur, remove the silt from your fishponds by means acceptable to you and the Highway Department.

Regarding the raw sewage mentioned in your letter, we are investigating this to see if steps can be taken to have this eliminated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
G. E. Rohde
R. D. Asburry

RDA:am srb

V. C. Project

4-1002

FORM E-30X—30M—7-66

SP°23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1966

SUBJECT: Assignment No. 741-P; FBK No. 1247
Puustinen Complaint
Burnside-Big Creek Section
Columbia River Highway
Contract No. 6773

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

Attached please find copy of a report from Resident Engineer Sandmann regarding the subject complaint, which alleged the silting in of fishponds due to the construction of the subject project.

Mr. Sandmann does not so indicate in the report but he has verbally assured us that he contacted Mr. Puustinen regarding this matter but made no commitments to him. This is a common complaint on all new construction jobs of silting in of areas on the downstream side of the new construction. Any new construction will always cause a certain amount of it. I do not know how we could get away from this problem but believe that we should either pay for or rectify as much as possible the damage done.

In this particular case, it would be my recommendation that after the new construction has gone through a winter and become seeded and mulched to a state where it is fairly stable we would remove from the fishponds the silt that has been placed there due to our construction.

The problem of raw sewage has been one of our concerns on this project. According to the report, the sewage comes from the Maki property. In acquiring the right of way for this project, we acquired some property from Mr. A. Maki under Right of Way File No. 38304. Mr. Maki's domestic drainfield was within the taking. Payment was allowed in negotiating for Mr. Maki to revise his drainfield, but as yet he has been unwilling to do so. The construction of the project destroyed the existing facility to the extent that now the raw sewage does get into this stream. Believe this matter should be turned over to the Legal Department to take the legal procedure for enforcing Mr. Maki to take steps to alleviate this problem.

Attached is a rough draft of a reply to Mr. Puustinen together with a sketch map showing the location of the fishponds mentioned in his letter.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:am

RECEIVED
DEC 1 [illegible]
OFF
STATE HI[illegible]

PUUSTINEN INSURANCE AGENCY

TOIVO PUUSTINEN

Route 2, Box 575, Telephone Knappa, 458-2281

ASTORIA, OREGON
97-103

Routing 1021

DEC 8 66

Morgan

Ladd

Walker

RECEIVED
DEC 12 1966
CONSTRUCTION
DIVISION

Litchfield

Olson

REFERRED TO
Admin
BY SECRETARY

December 6, 1966

State of Oregon Highway Commission
Salem, Oregon

It is with sincere regret that I must report to you the considerable property damage being done to my property in the Svensen, Oregon area due to the recent highway construction in this area. I am reporting this in the light that further damage might be prevented and damage already done be rectified.

A number of years ago, my brother and I spent considerable money and labor in creating two fish ponds in the ravine immediately east and north of Svensen. One pond was a very small one and the larger was some 2.5 acre feet in size. Both ponds were stocked with rainbow trout and had some natural spawn cutthroat trout.

Due to faulty placement of the culvert beneath the access road the waters in the natural stream bed were diverted to an easterly position from whence on emerging from the culvert the waters washed on the north edge of the fill material loading sufficient silt and mud in the upper pont to make it useless for fish and at the same time killing all fish therein. Now, due to the continued erosion on he north edge of the fill slides are occurring and much more mud and silt is being washed down-stream to settle and fill in the large pond.
We do not know if all the fish therein have perished at this time. However, if this condition persists, it is evident that this entire investment for my brother and myself will be lost.

Furthermore, it has been brought to my attention that raw sewage also is now flowing into the fish pond drainage, which condition was not present previously, but which resulted from the present construction.

We trust that you will give this matter your immediate attention as winter conditions and rain will do considerable more damage in a short time.

Sincerely yours,

Toivo Puustinen

Toivo Puustinen

RECEIVED
DEC 13 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO 2

RECEIVED
DEC 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

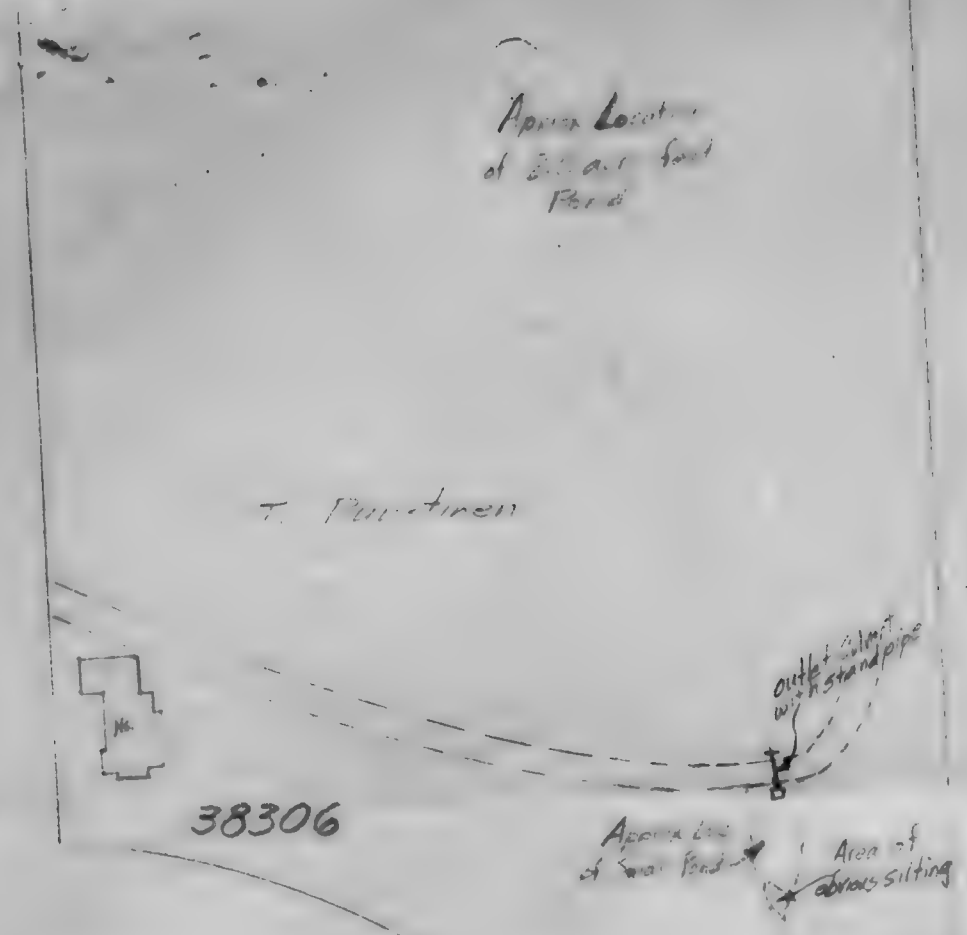
RECEIVED
DEC - 8 1966
OREGON
STATE HIGHWAY COMMISSION

Sketch:

T. Puustinen's Fish Ponds

Assignment No 741-F

Scale 1" = 100'



RECEIVED
DEC 16 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
DEC 27 1966
FOR FILING
F-135(7)
677

1261K

December 27, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Statewide Inspection-in-Depth Summary
on Construction Signing and Flagging

The statewide inspection-in-depth report on construction signing and flagging has been received and reviewed. This report lists inadequacies in four areas as follows:

1. Inadequate or substandard barricades and channeling devices.

2. Improper positioning of signs.

3. Maintenance of signs inadequate.

4. Nonstandard signs being used.

In order to correct and clarify problems encountered in construction signing, as noted in your General Comments, the State is at the present time setting up a standard drawing which sets forth in general the minimum proper signing to be used in most problem areas. In addition, specifications are being written to standardize and set up controls as well as provisions for payment. There still remains some work to do on this but it will soon be ready for use.

We believe these new plans and specifications will improve and clarify our present procedures and correct the findings as noted in your report.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young

JHW:fp srb

Form E-900-336

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project [illegible] additional funds are req[illegible]
GI-P
Date [illegible] WE Martin
Title [illegible]
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Burnside-Big Creek Section Date December 22, 1966

Highway Columbia River Contract No. 6773

County Clatsop Prefix 4-1002

Contractor Peter Kiewit Sons' Co. F. A. Project No. F-135(7)

Address 215 So. "V" St., Vancouver, Washington 98663 Order No. 1 Supplement No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging

Location by station numbers:

335+00 - 511+00

Original Order No. 1 $3,000.00

Estimate of quantities and cost: State's Share: 50% of amount normally computed on total cost plus percentage basis set forth for labor on force account work in Articles 9-8(a) and 9-8(e) of Oregon Standard Specifications for Highway Construction, 1964.

Supplemental No. 1 5,000.00

Total $8,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Traffic control on construction project for the protection of the traveling public.

Maximum equipment rental rates allowable as per A.G.C. - State agreement.
Percent allowed contractor is in accordance with executed contract for this job.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,844,005.34	
Present estimate of project cost, including $5,000.00 for work under this order	$2,844,005.34	
Expected under-run / over-run amount	$0.00	
Expected under-run / over-run per cent	0.00	

Submitted by: /s/ Robert A. Sandmann
Robert A. Sandmann
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer
Office Engineer.

SP*2877-734

Young 1-12-67

RECEIVED
DEC 16 1966
FOR FILING F-135(7)

Form CD-121 (11-63) (Proc. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 6713 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 13, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Statewide Inspection-in-Depth Summary, Control No. 35-66-EID(85)44
Construction Signing and Flagging

We have been continuing our Statewide inspection-in-depth program, and throughout the months of July, August, and September have inspected the construction signing and flagging phase on the following projects:

I-80N-3(49)82, The Dalles-Fifteenmile Section
I-80N-7(15)320, Oxman-Bubbs Ranch Section
I-5-2(46)96, Canyonville-Bear Gulch Section
F-135(7), Burnside-Big Creek Section

You have previously been furnished copies of the reports for each inspection. Individual project deficiencies were discussed with your field personnel.

While the projects inspected were limited in number, our review indicated the following items are either repetitive or of sufficient importance that appropriate action should be taken on a Statewide basis to prevent recurrence on future projects.

1. Substandard or Inadequate Barricades, Channelizing Devices, or Lighting Devices Utilized in Directing Traffice through Detours

In general the detours were found to be adequately protected by advance warning signs; however, in some cases detours, as well as transitions from a 2 to 4 lane roadway, were not properly equipped with barriers and/or channelizing devices or adequate lighting devices for night operations. In other cases the construction barricades that were in use were substandard.

12-16-66 orig to Morgan for copy to Young

Recommendation

Standard barriers and channelizing devices such as barricades, cones, drums and sandbags conforming to the requirements of Section 5c of the AASHO MUTCD should be required wherever conditions warrant their

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

use. It is also recommended that for night time operations a flashing beacon be required at the gore point where roadways change from a 2-lane facility to a 4-lane facility in order to prevent wrong way movements.

2. Positioning of Signs Not in Proper Locations

The positioning of signs were in most cases considered adequate. In some situations; however, the distance between signs were found to be less than that specified by boththe AASHO MUTCD and Technical Bulletin No. 24. On one project inspected a flagman directing traffic was positioned in advance of a "Flagman Ahead" warning sign.

Recommendation

Signs, in order to be effective, should always be placed in positions where they will convey their messages most effectively as well as allow the driver sufficient time to absorb the message before having to act. It is recommended, therefore, that supplemental instructions be issued to all field personnel concerned emphasizing the need for adequate spacing and positioning of all signs throughout construction projects.

3. Maintenance of Construction Signing is Considered as Inadequate

In general the maintenance of construction signing and traffic control devices were found to be somewhat less than that considered acceptable. the major maintenance problems noted were signs tilted at improper angles, signs left in place when no longer applicable, the use of damaged or faded signs, and the use of substandard or damaged sign mounts.

Recommendation

It is recommended that periodic maintenance inspections conducted by a responsible member of both the engineering and contractor's staff be made mandatory. All maintenance inspections made and corrective actions taken should be fully documented in the project diaries.

4. Use of Nonstandard Signs

Most of the construction signs in place on one project inspected did not conform to the approved standards. The signs in use were made of a paper material which became quite wrinkled and faded when exposed to the weather. Of primary concern, however, was the white legend on a red background instead of the approved standard colors.

(more)

Recommendation

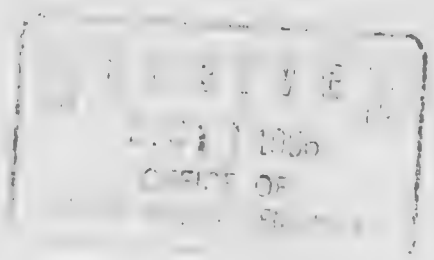
There is no objection to allowing the use of paper signs provided they are properly attached to an adequate support, free of wrinkles and have not become faded. The use of legend and background colors which do not conform to the requirements of the AASHO MUTCD is not recommended and should not be allowed under any circumstances. It is recommended, therefore, that instructions be issued to all responsible field personnel emphasizing the reasons for requiring the use of only standard construction signs in accordance with the AASHO MUTCD.

5. General Comments

The signing and other traffic control devices provided on the I-80N-3(49)82, the Dalles-Fifteenmile Creek project were considered outstanding when compared to that provided on other projects inspected. It is felt that this condition is due to the contract including a traffic control plan and providing provisions for reimbursing the contractor for furnishing all necessary traffic constrol devices. While it is recognized that special conditions and circumstances preclude prior planning of complete construction signing on all projects it is felt that traffic control plans should be made an integral part of the contract whenever possible. It is also believed that considerable benefit would result if preconstruction conferences with the contractor were attended by law enforcement agencies and utility companies involved.

Since the advent of this inspection-in-depth the State began a complete reevaluation of the entire construction signing on projects in the State. A standard design sheet covering uniform procedures, standard design features and sizes were furnished all Division offices for review and comments. The final approved standard sheet has just been completed and will be incorporated into the plans of all future construction projects. The contractor will be required to furnish and place these signs on all projects where traffic is involved with construction. Plans are now to have this work considered as a subsidiary obligation under other contract items.

This is considered as a major improvement by the State Highway Department in the safe handling of traffic, and we wish to commend you for taking this action.



RECEIVED
DEC 13 1966
FOR FILE...
F-135(7)
6715

Salem, Oregon
December 12, 1966

Ivan Merchant
Bridge Engineer

We have had some criticism from the Bureau of Public Roads' auditors and area engineers concerning our omitting of the design load on bridge footings from the plans. Hereafter, please do the following:

1. Show design footing loads in total kips per footing.

2. Specify the loading to which the piling are to be driven.

3. Specify a minimum length of pile penetration. This should be in the approximate 15-foot range.

4. I would prefer that the foundation data be shown in profile fashion rather than in drill hole results.

5. I again call your attention to the fact that this office scrutinizes very carefully the specified footing depth. It is our belief that only in rare cases should the footing elevation be raised and then on special approval of this office.

TE:ja

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young

FORM S-30 SOM 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1966

RECEIVED
DEC 1966
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Citations on BPR Inspection-in-Depth Reports

To: Mr. Tom Edwards
Assistant State Highway Engineer

B U I L D I N G

The history behind showing certain footing and foundation design data is as follows:

Footing pressure computed to 0.1 ton and pile load computed to 0.1 ton were shown on plans until about 3 years ago. This resulted in numerous arguments with contractors and with personnel in BPR. Contractor used information to argue for reducing the amount of excavation required or for extra compensation for digging in material more difficult than plans indicate. Similar arguments were used regarding the bearing of piles and extra effort required to drive them to what we considered adequate penetration. As a result of this harrassment, the "design" information was taken from the plan.

We substituted information necessary to adequately construct the structure. This information includes:

1. Required bearing capacity of piles.
2. Required penetration of piles.
3. Required penetration and bearing of piles.
4. Dimensions of footing.
5. Elevation of bottom of footing.

This change has denied our resident engineers of information regarding design data and they are not able to recognize conditions different than were visualized by our designers. It is this information that will be furnished to the field.

Many of our structures are included in grading jobs and both Construction and Bridge resident engineers are in need of this information. The Division Engineer is the office having supervision over both divisions and is the logical office to coordinate the distribution.

A. A. Rear
Assistant Bridge Engineer

AAR:mb

NOTED
TOM EDWARDS

FORM E-90

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 28, 1966
Salem, Oregon

SUBJECT: Citations on BPR Inspection in Depth Reports

To: All Division Engineers,
Resident Engineers and
Resident Bridge Engineers

The enclosed copy of the BPR memorandum, dated November 7, 1966, relative to a Statewide Inspection-in-Depth on structures points out several short comings in our documentation procedures.

The enclosed additions to the Bridge Division Construction manual give instructions necessary to eliminate the short comings pointed out in items 1, 2, 3 and 5 of the memorandum. These instructions must be followed carefully since future citations on these items will not be tolerated.

With respect to item 4 of the memorandum, it will be the responsibility of the Chief Bridge Design Engineer to furnish design footing loads and design pile loads to the division engineers who will in turn supply them to the appropriate resident engineer.

Relative to item 6, division engineers have been contacted by personnel from the construction department, however, we want to again emphasize that progress record samples must be obtained for the various concrete components early in the life of the job. Additional progress samples should be taken during the life of the job as necessary.

Ivan D. Merchant
Bridge Engineer
By:

A. A. Rear
Assistant Bridge Engineer

F. D. Morgan
Construction Engineer

NOTES FROM EDWARDS

RWE:jf
cc: J. H. Walker
A. A. Rear
L. L. Wallace

IWG to Report

Bridge Division Construction Manual
Article 9-10 Partial Payments
Issued 11/23/66
Supplements F. D. Morgan Letter of
September 20, 1966

Article 9-10 Partial Payments

Mr. Morgan's letter of September 20, 1966, points out the need for computations or other suitable data to substantiate the percentage of a lump sum item as included in a monthly progress payment. This need extends to all items included in the monthly progress payment.

It is necessary that each resident keep on file in his office a written summary or work sheet showing how the amount of each item included on the monthly estimate was determined. This summary will then be available as necessary to substantiate monthly payments to the contractor.

Bridge Division Construction Manual
Article 105-4.3, 105-4.4
Structural Excavation and Structural
Excavation Below Elevation Shown
Issued November 21, 1966

Article 105-4.3 Structural Excavation (Measurement)

This article defines the maximum limits for structural excavation quantities which will be allowed for payment, providing this maximum amount is actually removed. If quantities less than the maximum (one foot outside the footings, etc.) are excavated, only the actual amount excavated will be included in the quantity allowed for payment.

In order to provide documentation for the quantity of structural excavation allowed for payment it is necessary that, in addition to original ground elevations, the field notes show the actual elevation of the bottom of the footings or actual elevation of the top of footings plus a field measurement of the actual depth of the footing. Also necessary are notes which provide sufficient information about the size (width and breadth) of the excavated hole to substantiate payment for structural excavation as made. In other words, provide documentation to the fact that the contractor did excavate to or beyond the one foot outside of footing limit and is entitled to maximum payment for structural excavation. If the contractor did not excavate to this limit, this should be shown in the field notes and structural excavation paid accordingly.

Article 105-4.4 Structural Excavation Below Elevations Shown

Field notes must clearly indicate the excavation, if any, which is Structural Excavation Below Elevations Shown. Include elevation shown, bottom of footing elevation (or top of footing elevation with a field measure of the actual depth of footing), and actual side limits of the hole.

As per previous instructions, all notes must be identified, dated and signed.

F-122(7)

6772

1206

JMK:bp sab

RECEIVED
NOV 29 1966
FOR FILING

F-135(7)

6773

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 18, 1966

08-35.9

Original signed by
E. Dos
Eng. Coordinator

for A. W. Parsons, Division Engineer
Salem, Oregon

Statewide Inspection-in-Depth Control No. 66-35-EID(245)36
Summary Report - Quantity and Cost Control - Phase 24

We have completed our Statewide inspections-in-depth, Quantity and Cost Control, Phase 24. The inspections were made during June, July and August 1966.

We inspected 4 projects for this phase, 1 primary and 3 interstate projects. They were located in 4 of the 6 State highway divisions. You were furnished copies of the reports for each of the projects as follows:

Date	Report No.	Project No.	Division	
July 13, 1966	35-66EID(24)10	I-80N-3(47)95	4	6738
August 8, 1966	35-66-EID(24)16	I-5-2(41)91	3	6518
August 30, 1966	35-66-EID(24)18	I-80N-5(21)176	5	6795
August 31, 1966	35-66-EID(24)19	F-135(7)	2	6773

Individual project deficiencies and recommendations for corrections were discussed in these reports and the State has already taken corrective action on some of these deficiencies.

Although the projects inspected were limited in number, our review indicated that the following items were either repetitive or of sufficient importance that corrective action should be taken on a Statewide basis.

1. On all projects inspected the progress payments made for work completed on a lump-sum basis were not adequately supported by State records. There were no notes, memoranda or calculations that showed the amount of lump-sum work completed, date completed or how the amount allowed on the progress estimate was determined.

NOTED
F. B. KLABOE

orig to Morgan
copy to Young
11-28-66

(more)

2. On Projects I-80N-3(47)95 and I-5-2(41)91 there were approximately 10 weight memo books, Form E-82, which were not properly validated by the weighman.

3. On Project I-502(41)91 Material Receipts, Form E-10, for sprinkling did not show the station where the material was placed. In some instances Sprinkling Tally Sheets did not show [illegible] to support the disallowance when the [illegible] allowed. Some receipts were prepared [illegible] the water was placed. The result was that the material receipts and the tally sheets did not reconcile for a particular day.

4. On Project I-5-2(41)91 the quantities of asphalt incorporated into the [illegible] were not maintained on an "as used" basis. The contractor was supplying material from his asphaltic concrete plant to other similar projects at the same time. The payment to the contractor for asphalt is based on supplier invoice quantities, less the quantity remaining at the completion of an estimate period.

The quantities paid on progress estimates for these projects were determined by the average percentage of asphalt in the mixture as determined by daily tests. This procedure could result in the apportioning of unaccountable asphalt used to each project supplied from this plant.

The deficiencies disclosed indicate the need for strengthening the supervision over the preparation and maintenance of project field records. A uniform system, properly supervised and controlled, would assure compliance with the State's policies and procedures regarding documentation of work performed. This could be realized by an effective procedures review unit previously recommended. The improvement in the record keeping as a result of the support and direction by the Headquarters office would assure maximum Federal participation.

cc:
Region

[illegible]

RECEIVED
NOV 29 1965
STATE
F 15-7(7)
6773

November 29, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
417 Federal Street, P. O.
Salem, Oregon

1140

Dear Sir:

Re: [illegible] Nation-in-Depth Summary
[illegible] Structures Project Source
Material Documentation for Contract Item
[illegible]

Your summary of the Statewide inspections-in-depth regarding the phase of Structure Project Source Material Documentation for Contract Item payment has been reviewed.

While some of the deficiencies noted in this report have been previously discussed with our field people, it was considered necessary to again bring them to their attention.

Attached is a copy of informational and instructional correspondence directed to our field personnel which refers to the correction of the deficiencies as noted in your report.

Regarding your General Remarks, we believe that our records are, for the most part, good and have improved over the past few years. We are gratified to find that you found this to be the case.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young

Bridge Division Construction Manual
Piles
Article 403-4.1 Basis of Measurement
Issue of November 25, 1966
Supplements issue of March 1, 1966

Article 403-4.1 Basis of Measurement

In addition to the required documentation for pile driving as outlined in the issue of March 1, 1966, covering use of the new pile record book, the following information must also be recorded:

1. Type hammer used and energy rating of same.

2. Formula used to determine the bearing of the pile. This for each type pile and hammer included in each pile record book.

3. Calculations, using the above formula, showing determination of the penetration per blow (set) required to obtain the specified bearing. This may be converted to blows per inch. This to be done for each type pile included in each pile record book.

4. Statement indicating the total penetration of the pile when it is shown in the plans or specifications. This to be done for each type pile and footing included in each pile record book.

The above should be shown on a separate page of each pile record book in a manner similar to that shown on the attached sheet.

The column "Set/Brg." in the pile record book should show the actual set and actual bearing of the pile as driven.

The theoretical set and bearing should be shown on the calculation sheet as indicated above.

PILE RECORD FOR Wet Creek # 7777 (JOB NAME AND NO.) INSPECTOR D Lochem 11/22/66

HAMMER ____ (MAKE) ____ (TYPE) ____ (SIZE) KIND OF PILING ____

SP*23362-734

LOCATION	ORIG. ORD. LEN.	REV. ORD. LEN.	DEL. LEN.	FRESH HEAD	LEN. IN LEADS	SPLICES PAY	SPLICES NO PAY	CUT-OFF SALV.	CUT-OFF SCRAP	DRIVEN LEN.	CUT-OFF ELEV.	TIP ELEV.	SET / BRG.	DATE / INSP.	REMARKS AND SKETCHES
Treated Timber Piles: Req'd. bearing = 20 tons (see plans) Hammer = Vulcan 08 (Air Oper.); Energy rating = 26,000 ft. lb. Use ENR formula: $P = \frac{2WH}{S+0.1}$; $20(2000) = \frac{2(26000)}{S+0.1}$; $S+0.1 = 1.3$ $S = 1.2$"/blow req'd. for specified bearing.															
12" BP 53# Piles: Req'd. bearing = 40 ton (see plans) Hammer = Vulcan 08 (Air Oper.); Energy Rating = 26,000 ft. lb. Use ENR formula: $P = \frac{2WH}{S+0.1}$; $40(2000) = \frac{2(26000)}{S+0.1}$; $S+0.1 = .65$ $S = .55$"/blow req'd. for specified bearing. Plans require piles to be driven to a tip elevation not higher than 420.															
Treated Timber Piles: Req'd Bearing = 20 tons (see plans) Hammer = 3200 lb. drop hammer Use ENR formula: $P = \frac{2WH}{S+1.0}$; $H = 10'$ fall. $20(2000) = \frac{2(3200)(10)}{S+1.0}$; $S+1.0 = 1.6$ $S = .6$"/blow req'd. for specified bearing.															

November 23, 1966

All Division Engineers,
Resident Engineers and
Resident Bridge Engineers

Re: Citations on BPR Inspection in Depth Reports

The enclosed copy of the BPR memorandum, dated November 7, 1966, relative to a Statewide Inspection-in-Depth on structures points out several short comings in our documentation procedures.

The enclosed additions to the Bridge Division Construction manual give instructions necessary to eliminate the short comings pointed our in items 1, 2, 3 and 5 of the memorandum. These instructions must be followed carefully since future citations on these items will not be tolerated.

With respect to item 4 of the memorandum, it will be the responsibility of the Chief Bridge Design Engineer to furnish design footing loads and design pile loads to the division engineers who will in turn supply them to the appropriate resident engineer.

Relative to item 6, division engineers have been contacted by personnel from the construction department, however, we want to again emphasize that progress record samples must be obtained for the various concrete components early in the life of the job. Additional progress samples should be taken during the life of the job as necessary.

Ivan D. Merchant
Bridge Engineer

F. D. Morgan
Construction Engineer

RWE:jf
cc: J. H. Walker
A. A. Rear
L. L. Wallace

November 22, 1966

Bridge Division Construction Manual
Article 105-4.3, 105-4.4
Structural Excavation and Structural
Excavation Below Elevation Shown
Issued November 21, 1966

Article 105-4.3 Structural Excavation (Measurement)

This article defines the maximum limits for structural excavation quantities which will be allowed for payment, providing this maximum amount is actually removed. If quantities less than the maximum (one foot outside the footings, etc.) are excavated only the actual amount excavated will be included in the quantity allowed for payment.

In order to provide documentation for the quantity of structural excavation allowed for payment it is necessary that in addition to original ground elevations, the field notes show the actual elevation of the bottom of the footings or actual elevation of the top of footings plus a field measurement of the actual depth of the footing. Also necessary are notes which provide sufficient information about the size (width and breadth) of the excavated hole to substantiate payment for structural excavation as made. In other words, provide documentation to the fact that the contractor did excavate to or beyond the one footoutside of footing limit and is entitled to maximum payment for structural excavation. If the contractor did not excavate to this limit, this should be shown in the field notes and structural excavation paid accordingly.

Article 105-4.4 Structural Excavation Below Elevations Shown.

Field notes must clearly indicate the excavation if any, which is Structural Excavation Below Elevations Shown. Include elevation shown, bottom of footing elevation (or top of footing elevation with a field measure of the actual depth of footing), and actual side limits of the hole.

As per previous instructions, all notes must be identified, dated and signed.

RECEIVED
NOV 15 1966

Form CD-121 (11-62) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

F-135(7)

TO 6773 : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: F. B. Klaboe

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 7, 1966

In reply refer to: 08-35.6/439

SUBJECT: Statewide Inspection-in-Depth Summary #35-66-EID(23-S)30
Structure Project Source Record Documentation for Contract Item Payment

We have been continuing our statewide inspections-in-depth, and through the months of June, August, and September have been inspecting source record documentation on structure projects.

Our engineers have inspected the structures on four projects for this phase as follows:

6738 I-80N-3(47)95, Celilo - Rufus Section
6729 I-80N-7(15)320, Oxman - Bubbs Ranch Section
6773 F-135(7), Burnside - Big Creek Section
6804 F-330(5), Highbanks Road - 57th Street (Springfield) Section

You have previously been furnished copies of the reports for each inspection. Individual project deficiencies were discussed with your field personnel.

While the projects inspected were limited in number, our review indicates the following items are either repetitive or of sufficient importance that action should be taken on a statewide basis to prevent recurrence of similar situationson future projects.

1. Structural Excavation Limits Not Specifically Defined in Field Books

   It was repeatedly found that the bottom and side limits of the structural excavation were not recorded. The apparent normal practice is to record an average top of footing elevation and leave it to be assumed that the footing was the plan thickness to determine a bottom of excavation elevation. The side limits for excavation were found to always include an extra one foot around the footing with no reference that the material was actually excavated.

NOTED
F. B. KLABOE

11-15-66
REFERRED TO Morgan for R/D answer (1wk)
By Asst. State Hwy. Engr.
Young, Edw, Woodcock for info.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

It is recommended that field books be upgraded to show that the excavation quantity is as specified under Article 105-4.3 of the 1964 Standard Specifications.

2. Structural Excavation Below Elevation Shown Limits Not Specifically Shown in Field Books

In the cases where structural excavation was carried below plan elevation there was no indication in the field books that a new contract pay item was involved.

It is recommended that the plan footing elevations be shown in the field books, especially where excavation is carried below plan elevation.

3. Pile Driving Field Books Should Indicate the Required Pile Bearing and/or Penetration

While the new pile field books are very complete, it was sometimes found that the required bearing and/or penetration was not recorded in the book. It is suggested that such information be included for the benefit of the inspector and also that the penetration per blow be shown, both actual and required.

4. Resident Engineer Not Furnished with Sufficient Amount of Basic Design Information

In all cases it was found that the Resident Engineer did not have information regarding design footing loads and design pile loads. Such information is considered desirable to determine the adequacy of foundations.

It is recommended that such information be routinely furnished to the field engineers.

5. Progress Payment Records Should be Standardized

The field review of progress payment records generally proved to be difficult. The records were kept in different places and different forms on every job, making it quite difficult to review them without having the man who made them present for assistance. In some cases the records were sketchy and almost impossible to verify without a considerable amount of backtracking. It was further noted that in two instances the project personnel must have also had difficulties because items were not up to date with the work performed.

(more)

It is recommended that the State standardize the method of keeping progress payment records to improve clarity and to insure correct payments from month to month for all work accomplished.

6. Record Sampling of Concrete Components Not Complete

It was generally found that the Resident Engineers were not aware of the requirements for record sampling of concrete components.

It is recommended that supplemental instructions be issued to update record sampling requirements of concrete components.

7. General Comments

It was found on this inspection series that structure project records are generally good, showing an improvement in the past several years. Pile records are an example of substantial improvement. The items noted in this summary should indicate that the problem of basic records is fairly well solved on a statewide basis, but that improvements can still be made in some areas.

RECEIVED
NOV 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1966
FOR FILING

F-135(7)

6772

November 14, 1966

1.62

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Inspection-in-Depth Report, Signing and Flagging, Burnside-Sig Creek Section, Columbia River Highway Oregon Project No. F-135(7)

Following are comments on the findings in the Inspection-in-Depth Report on Flagging and Signing on the subject project.

The inadequacy of proper signing has been discussed during a project inspection by Construction Division personnel, Division personnal and the Resident Engineer. We believe this will help to alleviate this problem. We might also add that signing on construction projects is at this time being closely reviewed in order to improve existing specifications, plans and control.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. W. Rulien

JHW:fp srb

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: October 28, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-135(7)
Burnside - Big Creek Section
Columbia River Highway
Inspection-in-Depth

Attached is an inspection-in-depth report covering construction signing and flagging on the subject project.

Your comments concerning the remedial action contemplated in connection with the deficiencies noted in this report would be appreciated.

Enclosure

Sorting

RECEIVED
NOV [illegible] 1966
CONSTRUCTION
DIVISION

RECEIVED
OCT 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Sorry to miss you when we made a copy of letter to Young
11-2-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

35-66-EID(8)32

FORM PR-33D (REV. 10-65)

cc: OSHD (Klaboe)
Region (3 cys)
Wash DC thru Region
Admin Mgr
File 439
Hossner, Area Engr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check applicable one) [XX] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Clatsop	F-135(7)

DATE OF INSPECTION	PHASE(S) INSPECTED
9-12-66	Construction Signing and Flagging

INSPECTION MADE BY	IN COMPANY WITH
P. V. Riedl, Area Engr G. K. Hossner, Area Engr R. O. Nelson, Engr Trainee	R. A. Sandman, Res Engr, OSHD

REPORT PREPARED BY
Roy Nelson, Engineer Trainee

PROJECT INCLUDES

[X] GRADING AND DRAINAGE [X] BASE [X] PAVING [X] MAJOR STRUCTURES [ ] OTHER (Specify) _____

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Peter Kiewit Sons' Co. Box 1777 Vancouver, Washington	$ 2,418,842
	PROJECT STATUS (% comp.) 44

LOCATION Project is located on Columbia River Highway, US Route 30, beginning 7 miles east of Astoria at Burnside and ending 0.8 mile west of Big Creek. The overall length of the project is 3.10 miles.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION. (Part of a Statewide Inspection-in-Depth)

BURNSIDE — BIG CREEK SECTION
COLUMBIA RIVER HWY.
Grading, Paving, Structures, and Signing

SCOPE OF INSPECTION

This inspection report is the 3rd unit in a series of Statewide inspections-in-depth on construction signing and flagging. The inspection followed a prepared guide which was completed and is on file in the Division office. Overall, it is felt that the construction signing and flagging procedures being followed on this project are somewhat substandard.

This project involves the construction of 3.1 miles of two-lane highway on a new high-type alignment. The new highway will generally parallel the old existing Columbia River Highway and tie in with this highway at each end of the project. The principal area of conflict of construction

(more)

operations with through traffic is at the western end of the project, however, there is a minor amount at the eastern end of the project and at secondary roads crossing the project.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

1. Inappropriate Sign Locations

At the time of this inspection the flagman regulating eastbound traffic near the western end of the project was located in advance of the "Flagman Ahead" warning sign.

Recommendation

This was discussed with the Resident Engineer who said that he would remind his inspectors to make frequent checks on the location of construction signs and make sure that the signs are located properly with respect to the construction and flagging operations.

2. Misleading Information

One "Construction Ahead" sign had the message printed on both faces of the sign panel. Only the warning on the front face of the sign panel was relevant to the existing conditions.

Recommendation

The reverse side of this sign panel should be covered or painted over. The use of irrelevant warning signs may result in a lack of respect for future warning sign installations.

3. Substandard Sign Mounts

Signs having substandard mounts and mounting heights were observed. At least one warning sign was propped up inside an old tire.

Recommendation

Standard mounting heights as specified in Technical Bulletin No. 24, "Oregon Manual on Uniform Traffic Control Devices" should be used for all construction signs. Sign mounts should also be sufficiently rigid to prevent the signs from being displaced by heavy winds and to discourage vandalism.

(more)

4. Lack of Warning Signs

There were no signs in advance of the approach road to the quarry site to warn the traveling public that trucks would be entering the highway ahead.

Recommendation

None required. This was discussed with the Resident Engineer who indicated that he would take immediate and appropriate action.

5. Barricades

The barricade at the eastern end of the project was of insufficient length to prevent westbound traffic from entering the construction area, however, the contractor had parked some equipment in this area to block off traffic.

All construction barricades observed in place on this project were substandard.

Recommendation

Standard barricades conforming to the requirements of Section 5C-3 of the AASHO MUTCD should be used wherever conditions warrant the use of a barricade.

GENERAL COMMENTS

The Resident Engineer was aware that the construction signing on this project is substandard and stated that he had expended considerable time and effort in his attempts to get the contractor to improve the quality of the construction signing.

It is generally agreed that the deficiencies in the construction signing on this project are not due to any lack of effort on the part of the Resident Engineer but are primarily due to a lack of cooperation on the part of the contractor. It appears that project personnel, in their efforts to promote safe and adequate construction signing, are handicapped by lack of a method to enforce construction signing standards.

RECEIVED
OCT 27 1966
JOHN E. JACKSON
PUBLIC ENTERPRISE
DAVID B. SIMPSON
PORTLAND

F-135 (7)
6774

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 24, 1966

Mr. A.R. Maki
Route 2, Box 571
Astoria, Oregon

Re: File 39794
Burnside-Big Creek Section
Columbia River Highway
Clatsop County

Dear Mr. Maki:

Regarding re-establishment of your house septic system, I am sorry to report that I have had no success with your proposal that state forces perform the work.

Our Engineers, however, have contacted three contractors in the area who state that a [illegible] gallon septic tank, distribution box, and 100 feet of tile can be constructed at the site for the followings prices:

Bob Hendrickson of Warrenton	$ 388.75
Brikwik of Astoria	$ 420.00
Ken Nelson of Astoria	$ 454.75

I forward this to you for whatever assistance the information may be in securing a private contractor for the work.

NOTED
F.B. KLABOE

The division office maintains that it would be unwise, as a matter of policy, to involve our State forces in the construction of a drainfield or similar facility on private property and insist that the work be done under your direction as outlined in Mr. Klaboe's letter to you under date of September 13th.

In accordance with our understanding at the time, your check for $423.50 is returned herewith.

Very truly yours,

E.J. BROWER
District R/W Supervisor

EJB:vm
Enclosure
cc: O.E. Rohde
D.H. Neehring
F.B. Klaboe

RECEIVED
OCT 25 1966
OFFICE
STATE HIGHWAY COMMISSION

RECEIVED
OCT 27 1966
FC

~~Form SD 121~~ (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 24, 1966

In reply refer to: 08-35.DB-3

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project F-135(7)
Burnside-Big Creek Section
State Force Order No. 3
Total estimated amount of the Order $6,750.00
Federal participation $4,050.00

Reference is made to your letter dated October 19, 1966 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.2 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

Yours truly,
10-26-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—326

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 3 1966 By WE Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Burnside-Big Creek Date October 3, 1966

Highway Columbia River Contract No. 6773 F. A. Project No. F-135(7)

County Clatsop Prefix 4-1002 Account No. 224 238 - 03

Description of Work To Be Done:

Preparing and Seeding Slopes (224) and Mulching Slopes (238).

Location by Station Numbers:

335 - 511

Estimate of Quantities and Costs:

Preparing and Seeding Slopes (224)	27 acres at $75/acre	$2,025.00
Mulching Slopes (238)	27 acres at $175/acre	4,725.00
	Total	$6,750.00

Explanation:

Additional anticipated item on construction project and work is to be done by State forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization		$2,844,005.34
Present estimate of project cost, including $6,750.00 for work under this order		$2,844,005.34
Expected under-run / over-run (amount)		$
Expected under-run / over-run (per cent)		

Space to right of this line is for use of Salem Office

Submitted by: ..... Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer Asst. Division Engineer

Approved: /s/ L. H. Young Deputy or Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
OCT 19 1966
FOR FILING

F-135(7)

6773

1046

October 14, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Inspection-in-Depth
Burnside-Big Creek Section
Columbia River Highway
Oregon Project F-135(7)

Dear Sir:

We are pleased that your Inspection-in-Depth report regarding structural source record documentation on the Burnside-Big Creek Section found that the records were complete and in order.

Regarding your comment that some of the design data was not furnished the Resident Engineer, this will be checked out. All pertinent data regarding a project should be in the hands of the Resident Engineer. Of course, all data is available to the engineers on request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
R. D. Asburry

JHW:fp srb

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: October 4, 1966

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-135(7)
Burnside-Big Creek Section, Columbia River Highway
Inspection-in-Depth Report No. 35-66-EID-(23)28

Attached is an inspection-in-depth report on Structure Project Source Record Documentation for Contract Item Payment. This is the third unit of a Statewide inspection-in-depth.

The primary finding of this inspection was that source records can be thorough and complete on the field level. None of the oversights and minor errors found during other inspections were discovered on this project. Records were complete in every instance and all material was readily available. The resident engineer and bridge staff should be commended.

The only adverse finding concerned design data relative to footing and pile loads which were not furnished to the field. Inasmuch as such information is valuable and is not included in the plans, it should be routinely distributed to the field.

May we have your comments on the findings brought out in this report.

Enclosure

Routing

RECEIVED

orig to Morgan w/ance.
copy of letter to
Young
10-6-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D (REV. 10-68) cc: OSHD(Klaboe) 36-66-EID(23)28 U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Region, 3 cys

File 439 Wash DC thru Region gh

Admin Mgr

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Clatsop	F-135(7)

DATE OF INSPECTION	PHASE(S) INSPECTED
9/14-15/66	Structure Project Source Record Documentation for Contract Item Payment - Phase 23

INSPECTION MADE BY

R. W. Pillsbury, Bridge Engineer

G. L. Eller, Assistant Area Engineer

IN COMPANY WITH

R. A. Sandmann, Res Engr, OSHD

H. A. Mitzel, Bridge Inspector

REPORT PREPARED BY

G. L. Eller, Asst Area Engineer

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)

Peter Kiewit Sons Co.
Vancouver, Washington

CONTRACT AMOUNT

$2,844,005.34

PROJECT STATUS (% comp.)

45%

LOCATION

Project is located on Columbia River Highway, beginning 7 miles east of Astoria at Burnside and ending 0.8 mile west of Big Creek, an overall length of 3.10 miles.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

(Part of a Statewide Inspection-in-Depth)

BURNSIDE - BIG CREEK SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, and Structures

SCOPE OF INSPECTION

This inspection report is the third unit of a Statewide inspection-in-depth of source record documentation on structure projects. Although this construction project includes other phases, this report is concerned only with the structural work.

The inspection followed a prepared guideline which was completed and is on file in the Division Office. The inspection included a review of office records and field books covering most of the structural items. The materials reports for each item, or component thereof, were also reviewed. Progress estimate computations and quantity calcualtions were reviewed. An inspection of the completed work was also made.

(more)

1. Finding

The field books were very complete and contained all required original information. Reductions, extensions computations had been done in the field and were signed and dated. Checks will be made as time and personnel become available.

Recommendation

No recommendation necessary.

2. Finding

The structural excavation quantities are based on a volume determined from original ground elevations and elevations of the bottom of footing as determined by field measurements. All pertinent dimensions or elevations were shown in the field book along with a sketch of each footing.

Recommendation

No recommendation necessary.

3. Finding

The diaries for pile driving included a graph of blows per inch vs. bearing for the hammer used, the required bearing, and required minimum penetration per blow. A sketch of the piling layout was also included.

Recommendation

No recommendation necessary.

4. Finding

Slump, air and compressive strength tests have been made on the various concrete pours. All of these data were recorded. Yield tests have been made in accordance with Bridge Construction Manual Article 404-3.2(b) issued August 17, 1966. Results of the yield tests have been recorded and made a part of the project records.

Recommendation

No recommendation necessary.

(more)

5. Finding

The resident engineer has not been routinely furnished with design data not shown on the plans relative to actual footing pressures and pile loads.

Recommendation

That this information be distributed to the resident engineers routinely for their use and information.

GENERAL COMMENTS

As found on the other two projects, the source documentation on this project was very good. Minor oversights or omissions were not noted during this inspection. This seems to point out that former weak areas are being properly corrected and constant attention is being given to documentation.

5. Finding

The resident engineer has not been routinely furnished with design data not shown on the plans relative to actual footing pressures and pile loads.

Recommendation

That this information be distributed to the resident engineers routinely for their use and information.

GENERAL COMMENTS

As found on the other two projects, the source documentation on this project was very good. Minor oversights or omissions were not noted during this inspection. This seems to point out that former weak areas are being properly corrected and constant attention is being given to documentation.

RECEIVED
OCT 3 1966

FOR FILING
F-125(1)
6772

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1966

To: Memo to the Files

SUBJECT: Maki Property
Files No. 38304 and 39794
Burnside-Big Creek Section
Columbia River Highway
Clatsop County

September 29 I discussed with Assistant State Highway Engineer Fred Klaboe the problems encountered in making final settlements on the subject file numbers.

These problems are as very well described in Mr. Benner's letter to Right of Way Engineer Moehring dated September 15, 1966. See attached copy. Owing to these problems, Mr. Klaboe gave approval to acquire the remainder of the Maki property if peaceful negotiations could be made at a reasonable price. If not, we should proceed on the original basis but the sign board and junk yard clause could be deleted from the bargain and sale deed from by which we were transferring some excess property to Mr. Maki.

R. D. Asburry
Division Engineer

RDA:sm
cc F. B. Klaboe
D. H. Moehring
E. J. Benner
R. A. Sandmann

NOTED
F. B. KLABOE

RECEIVED
OCT 21 1966
FOR FILING

F-135(7)

6712

1056

September 28, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Inspection-in-Depth Report
Commercial Concrete Batch
Plant, Burnside-Big Creek
Section, Columbia River
Highway, Project No. F-135(7)

Dear Sir:

As requested in your letter of September 15, the following comments are being made on the findings of the Inspection-in-Depth Report on the commercial concrete batch plant operation on the Burnside-Big Creek project.

Finding No. 1. It was found that laboratory test results on the quality of material was not in the Resident Engineer's files and also that the supplier's certification on the air-entraining agent was not on file. Your recommendation was that they should be on file.

The aggregate was being sampled and tested at its source (Ross Island Sand and Gravel) prior to shipment on barges for both this project and the Astoria Bridge; however, the test results were recorded only for the Astoria Bridge. The Resident Engineer states he did not ask specially for the reports. On the date of the inspection, August 31, 1966, samples were submitted and tested by the Central Laboratory and the results are now on file. The Resident Engineer is also checking the Astoria Bridge file for certifications of Dairex, air-entrainment agent for this project. At least three tests of the agent have been made by our Central Laboratory and are on file at the Resident Engineer's office.

Finding No. 2. Automatic control and cutoff of the batch water was not provided. Your recommendation was that it should be, as according to specifications.

NOTED
F. B. KLABOE

On examination by the Resident Engineer, it was found that the plant is equipped with an automatic control but that it was not in use at the time of the inspection. The Resident Engineer has been requested to see that compliance to the specifications is followed on this matter in the future.

Your General Recommendations are being studied.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
R. D. Asburry

JHW:fp erb

FORM CD-T21 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Hwy Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: September 15, 1966

08-35-DB/439

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Inspection-in-Depth
Contract 6773; Project F-135(7)
Burnside - Big Creek Section
Columbia River Highway
Clatsop County

We are enclosing for your consideration an inspection-in-depth report covering the Brookfield commercial concrete batch plant operations at Astoria. We would appreciate your comments concerning the report and our recommendations stated therein.

Enclosure

Brig to meeting
Viewed
Glenn Allen Young
9-20-66

RECEIVED
SEP 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Control No. 35-66-KID(21)25

FORM FR-33D (REV. 10-65) cc: OSHD(Klaboe) OSHD(Edwards) Region (3cys) Walk DC thru Region File 439 lossner, Area Engr Admin Mgr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Clatsop	F-135(7)

DATE OF INSPECTION	PHASE(S) INSPECTED
8-31-66	Commercial Concrete Batch Plant Operation

INSPECTION MADE BY	IN COMPANY WITH
G. S. Stone, Asst Area Engr Roy Nelson, Hwy Engr (Trainee)	Robert Sandman, Res Engr

REPORT PREPARED BY

G. S. Stone, Asst Area Engr 9/12

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☐ OTHER *(Specify)* _____

CONTRACTOR *(Name and address)*

Peter Kiewit Sons Co.
215 South "V" Street
Vancouver, Washington 98663

CONTRACT AMOUNT

$2,418,842.50

PROJECT STATUS (% comp.)

40%

LOCATION

Project: BURNSIDE - BIG CREEK SECTION
Columbia River Highway
Clatsop County

Commercial Plant: Brookfield
Astoria, Ore.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

This inspection of the Brookfield commercial concrete batch plant, as part of a State-wide Inspection-in-Depth, followed a prepared guideline which is on file in the Division office. There were no major deficiencies noted during the inspection. The following findings and recommendations reflect minor specification noncompliance which is not considered to affect the quality of project structure pours. The recommendations shown in the final section of this report are intended to eliminate some confusion which may occur in applying the Standard Specifications provisions of Section 330, "Portland Cement Concrete Pavement," and Section 404, "Concrete Masonry," to commercial plants which produce concrete for both types of work.

FINDING

Coarse aggregate test results for Los Angeles abrasion, sodium sulfate soundness, and organic impurities, and fine aggregate test results for fineness modulus, mortar strength and organic impurities were not on file on the project. Aggregates were being

(more)

EDITION OF (8-64) IS USABLE

delivered by barge from the Ross Island (Portland) source. Supplier's certification and certified test analysis reports were not on file for the Dairex air-entraining additive used on the project.

RECOMMENDATION

Test results should be on file for these materials in accordance with Standard Specifications Articles 404-2.6 and 404-2.5, and Supplemental Standard Specifications Article 404-2.3, respectively.

It should be noted that the Ross Island aggregate source is a commonly used, high-quality materials source in the Portland area. However, this source should be tested periodically and the results of the required tests reported to the various projects served. It is also noted that State Laboratory test results were on file for the Dairex additive.

FINDING

Automatic control and cutoff of the batch water supply was not provided.

RECOMMENDATION

Automatic control should be provided in accordance with Articles 404-3.4 and 404-3.5 of the Standard Specifications. It is noted that a plant inspector was on hand during the batching operation to ensure satisfactory manual materials batching.

GENERAL RECOMMENDATIONS

It is suggested that Standard Specifications Articles 330-2.10 and 404-2.8, covering the handling and storage of aggregates, be revised to assure uniformity of specifications for commercial production of pavement concrete and structural concrete. Compliance with Article 330-2.10 is recommended for both types of work.

For the same reason, revision of Articles 330-2.9 and 404-2.9, covering cement handling and storage, is recommended. Compliance with Article 404-2.9 is suggested.

Articles 330-2.9 and 404-3.5 are at variance in several respects in their coverage of mixing concrete. Compliance with AASHO Specification M 157 is recommended.

(more)

The coverage given under Article 330-3.2 for batching plant and equipment should also be made applicable to Section 404 for structural concrete.

The cooperation of the resident engineer, Robert Sandmann, the regular concrete plant inspector, Herman Witzel, and the temporary plant inspector, Wayne Richards, during the course of the inspection, is appreciated.

RECEIVED
SEP 23 1966
FOR FILING
F-135(7)
6773
1027

September 22, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Inspection-in-Depth Report
Control of Construction
Quantities and Construction
Costs, Burnside-Big Creek
Section, Columbia River Highway
Project No. F-135(7)

Dear Sir:

As requested in your letter of September 9, following are comments on corrective action taken on the findings in Part B of the Inspection-in-Depth Report dated August 22-23, 1966, on the Burnside-Big Creek Section of the Columbia River Highway, Project F-135(7).

Under Item 1, Nonparticipating Price Agreement Coded to Participating Cost, as the Resident Engineer stated, this was an oversight and is being corrected on the next progress estimate.

Under Item 2, Lump Sum Bid Items, it is noted that progress payment for the bridge item, Shoring and Cribbing, was not properly supported by documentation.

The report states that the cause of this deficiency was due to lack of instructions from the headquarters office. Instructions are being sent to the field concerning proper documentation necessary to support payments to contractors on lump sum items. These instructions will act as a follow-up on previous verbal instructions and discussions on this problem, which were held at all the Division Resident Engineer meetings earlier in the year.

It is noted that all other lump sum items to date were properly documented.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry (Enc.)

JHW:fp:bjm

Form CD-121
(11-63)
(Proc. by
A.O. 206-19)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: September 9, 1966

In reply refer to: 08-35.5/439

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Administrative Manager

SUBJECT: Inspection-in-Depth, Control No. 35-66-EID(24)19
Quantity & Cost Control
Oregon Project F-135(7)
Burnside - Big Creek Section, Columbia River Highway

Enclosed is a copy of the inspection-in-depth report on the subject project.

We would appreciate your comments on corrective action taken as a result of this report.

Enclosure

orig to Morgan
cc Young
Thurs.
9-13-66

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
SEP 1 1966
CONSTRUCTION
DIVISION

RECEIVED
SEP 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-330
(REV. 10-65)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) [X] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Clatsop	F-135(7)

DATE OF INSPECTION	PHASE(S) INSPECTED
8-22/23-66	Quantity and Cost Control (Phase 24)

INSPECTION MADE BY	IN COMPANY WITH
B. C. Bassett, Auditor C. C. Pike, Auditor	R. A. Sandmann, Resident Engineer, OSHD

REPORT PREPARED BY B. C. Bassett
B. C. Bassett, Auditor, Salem, Oregon

PROJECT INCLUDES

[X] GRADING AND DRAINAGE [X] BASE [X] PAVING [X] MAJOR STRUCTURES [ ] OTHER *(Specify)* _____

CONTRACTOR *(Name and address)*	CONTRACT AMOUNT
Peter Kiewit Sons' Company P. O. Box 1777 Vancouver, Washington	$ 2,418,842.50 PROJECT STATUS (% comp.)

LOCATION
Burnside - Big Creek Section, Columbia River Highway
Stas 347+50 to 511+00

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

(Part of a Statewide Inspection-in-Depth)
35-66-EID(24)19

A. SCOPE OF INSPECTION

This inspection was a review of the procedures and practices employed at the project site to control construction quantities and construction costs. The inspection included observation of material loading and weighing operations, material placing and inspection operations, preparation of weigh memos and material receipts and material testing. The practices and procedures for recording engineering time reports, equipment usage, and consumable supplies were reviewed. Field notes, calculation sheets, diaries, and other supporting data for items paid on progress estimates were also reviewed.

In our opinion, the policies, procedures, and practices employed on this project were adequate to establish the reliability of the field records, with the exception of the findings presented in Part "B".

EDITION OF (5-64) IS USABLE

B. SUMMARY OF FINDINGS

1. Nonparticipating Price Agreement Coded to Participating Cost

Price Agreement No. 1 was for furnishing and installing 1-inch galvanized pipe as a part of the Wickiup Water Supply revision (Pay item no. 39). This work was included in the contract as nonparticipating State work. The related price agreement was therefore nonparticipating. Approval of this price agreement by Public Roads was not requested by the State.

The Resident Engineer failed to segregate the quantity for this price agreement on the Monthly Estimate (Form E-404) to Group 9 (State work) in accordance with the memorandum to field employees dated 11-25-64 titled "Reimbursement Procedure - Concurrent Audit." The cost was, therefore, coded to participating cost on the contract payment voucher (State Voucher 5944, 66-67) and will be claimed for Federal participation on the next current billing voucher. When brought to the Resident Engineer's attention, he stated that the error was an oversight. He stated that he would take the necessary action to correct the error on the next progress estimate. The total cost involved on this price agreement to date was $372.90.

2. Lump Sum Bid Items

Progress payments made for work completed to date on lump sum bid item no. 69 - Shoring and Cribbing was not adequately supported. Progress Estimate No. 4 for work completed up to and including 8-10-66 showed 80% complete for this item, or $20,000.00. The bridge engineer's detailed estimate submitted to the Resident Engineer for inclusion in the monthly progress estimate showed 80% complete. The bridge engineer's notes contained no detail to support how the 80% figure was derived. However, visual inspection at the project site on 8-22-66 showed that all bents on this item were completed.

The cause of this deficiency was due to lack of instructions from the Headquarters office for documentation of completed work on lump sum items.

All other progress payments on lump sum items to date were properly documented.

C. RECOMMENDATIONS

1. Nonparticipating Price Agreement Coded to Participating Cost

The State should take the necessary action to assure that the amount of $372.90 is transferred to nonparticipating cost. Surveillance procedures at the Headquarters level should be strengthened to assure that costs are properly coded prior to entry in the accounting records. This may be accomplished by establishing an effective preaudit unit within the Controller's office.

2. Lump Sum Bid Items

The State should establish uniform procedures and specific instructions for the documentation of work performed on a lump sum basis. These instructions should be incorporated into the Construction Manual. The documentation should include the basis of the Resident Engineer's estimate of work performed; i.e., lineal measurement, square foot, cubic yard, acreage, etc. Complete records should be kept to support the progress payments made on construction items, and these should be included with the final records which are forwarded to Headquarters. The record should include the Resident Engineer's opinion regarding the acceptability of the completed work.

D. DETAILED REPORT

1. Weighing and Placing of Material

a. Weighing Operations at Scale House

At the time of inspection, there were no items of work being performed on this project which were measured by weight. However, Dorman Construction Company, subcontractors for furnishing and placing base material, were crushing and placing material on the adjoining State project for which they are also subcontractors (Contract 6799, Big Creek - Rock Creek Section, Cost Prefix 4-1125). The scales in use for this State contract located at Dorman's crusher will also be used for the subject project. The scale was an L. R. Murphy registering single beam scale and was tested by the Oregon State Weights and Measures Department on 7-25-66. The scale platform was clean and the scales balanced when not loaded. The scale house was adequate. All necessary supplies were available to the weighman, except that a small hand calculator would have speeded up the preparation of weigh memos. The Resident Engineer stated that there were no machines available to him for this use.

The weighman on duty at the time of inspection was a member of the crew for the State project. The Weigh or Load Memos (Form E-82) being prepared were properly validated and listed the gross, tare, and net weights in accordance with stated instructions on the cover of each ticket book. The weighman stated that truck weights were checked twice a day, in the morning and after lunch.

The weighman sent the tickets to the inspector with the truck driver in groups of four. He said this was done in order to not delay each truck by waiting for a ticket.

Another scale was used for the weighing of rock embankment foundation material (Pay Item No. 7). This scale was located on the project at Svenson Road. This material had been placed prior to the date of inspection. The scale house was in place, but the platform had been dismantled. The scale, also an L. R. Murphy registering single beam, bore a seal indicating it had been inspected by the State Weights and Measures Department on 5-22-66.

b. Placement of Materials

The placing of base rock was observed on the State project. The inspector was properly preparing and validating each Material Receipt (Form E-10). He filled in the truck number, station placed, etc., at the time of delivery. The quantities were filled in after every four loads when the weigh memos were received from the truck driver. These quantities were also entered on his tally sheet for reconciliation with the weighman's tally sheet after each ten loads.

The Resident Engineer stated that these same weighing and placing procedures would be used on the subject project, except that, in order to avoid confusion, he required a weigh memo ticket to go with each load.

The State is following the same procedures in regard to validation and preparation of Weigh Memos and Material Receipts on State projects as are required on Federal-aid projects.

2. Extra Work

To date, the only work performed on the project by force account was flagging. The contractor has not yet submitted any bills, and no payment has been made. Daily Records of Force Account (Form E-328) were prepared for each day flagging was involved. These were signed by the State inspector and a contractor's representative. The Resident Engineer stated that no payment would be allowed for flagging labor where the contractor had not posted adequate warning signs. This information is stated on the daily records.

3. Steel Piling and Timber Piling

Payment has been made for the order list quantity of piling which has been delivered to the project site. The quantity delivered was supported by Field Inspection Report (Form E-469). Payment was made in accordance with the State's Standard Specifications and the contract. Quantities in addition to the estimated quantity delivered were for the contractor's convenience.

To date, piles have not been driven on Bents 1, 4, and 12 of the Ferris Creek Bridge. Review of pile books for Bents 1 to 7 of the Mary's Creek Bridge and Bents 2 and 5 to 11 of the Ferris Creek Bridge disclosed that to date there were no credits for full length piles or pile cutoffs due the project. Several instances were noted where steel pile cutoffs over 20 feet in length were reused at Bent 3 of the Ferris Creek Bridge. On the date of inspection, the inspector had this pile book in his possession and it was not available for review. If these cutoffs were used at Bent 3 in lieu of full length piles, credit will be due for the full length piles not used. The pile books examined were very well prepared, and each entry was signed and dated by the inspector. The use of cutoffs was well cross-referenced. The pile books will provide the detail necessary to prepare the transfer of costs for excess piling, if any. A followup review should be made at final voucher to assure that the appropriate credit has been given.

4. Engineering Costs

a. Personnel timekeeping - Each crew chief maintained the regular hours and overtime hours of his crew on Daily Report of Exchange Time Worked forms (E-333). At the end of each day, the officeman entered the regular time on the Time Report (A-248) and the overtime on the Report of Exchange Time Worked (A-220). The time worked is verified by the Resident Engineer. At the end of the month, the officeman extends the charges to the cost prefixes on the payroll and the exchange time reports and submits them to Headquarters.

b. Equipment usage was recorded each day by the person who used the equipment. This was recorded on a copy of the Equipment Rental Report (A-85) which was posted on the bulletin board in the Resident Engineer's office. The car usage is compared to the payroll by the officeman. In general, the vehicles are assigned to inspectors and party chiefs, but are subject to change when necessary. The rental information is typed at the end of the month and submitted to Headquarters. Amounts are charged to each project by the Automatic Data Processing (ADP) equipment in Headquarters.

c. Field Purchase Orders were signed by the Resident Engineer. The second copy of the purchase order is signed when the goods or services are received, and is submitted to Headquarters for payment.

Storeroom orders for supplies from Headquarters do not require a signature. Receipt of goods is recorded by the officeman on a copy of the order retained in the Resident Engineer's office. Any missing articles are noted for future followup if necessary. Supplies which are back ordered are not billed to the project until the order is filled.

We believe that the above practices for engineering costs provide adequate controls for the types of costs involved.

5. Materials Testing

Laboratory and field test reports were on file at the Resident Engineer's office. A review of these reports indicated that the required number of tests for material placed to date had been made.

RECEIVED

FORM E-10X—20M—8-65 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1966

RECEIVED
SEP 20 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

6-1-1 (7)
6-7-2

SUBJECT: Files 38304 and 39794 - Maki
Burnside-Big Creek Section
Columbia River Highway
Clatsop County

To: Mr. D.H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon

1046

Yesterday, September 14th, the writer in company with Mr. Virgil Wilson called on the above named owner in an attempt to settle the difficulties that have arisen in connection with the construction of the Knappa Crossing of the Lower Columbia River Highway, where portions of his property are involved.

Following are the factors causing problems both to Mr. Maki and to the Department:

1. The first settlement was made with Mr. Maki by which the necessary land was acquired with a $650 allowance for re-establishing his drainfield where intercepted by construction. Mr. Maki claims that he engaged a local excavator to do this work and explained to him his limitation as to the allowance therefor. He claims the excavator wanted nothing to do with the job on this basis and would only work on a cost plus basis. Mr. Maki claims that this has had him stymied as he did not know where he would end up expense wise. Furthermore, as construction has progressed it is becoming questionable as to whether there is room on Mr. Maki's remaining property to feasibly relocate the drainage system.

2. A second parcel containing 0.005 acre was negotiated with Mr. Maki under the terms of which the sauna bath building on his property would be acquired by the State, thus eliminating the necessity for a separate drainage field which has served this facility; however, the deed and release of damages which were prepared by our attorneys contained such restrictive clauses regarding the use of the property conveyed in exchange for the parcel acquired, that Mr. Maki feels he is signing away most of his future rights if he agrees to the same. He would proceed with the exchange if these strings were not attached. These were not mentioned at the time of negotiation as the billboard and junkyard program had not yet shaped up to a realization. He therefore feels that an attempt is being made to victimize him and take away rights that were not agreed to at the time of settlement.

NOTED
B. KLABOE

9-29-66 - O.K. to buy the remainder for use later to accommodate separation structure.

FBK

NOTED
GERALD WIMER

3. It now appears that the local Grange, the School Board, the P.T.A. (in fact everybody but Mr. Maki) are petitioning the State Highway Commission to provide a grade separation for the county road crossing. We, of course, do not know what will happen but usually, where so much local pressure is brought to bear, the Department eventually capitulates. If this happens we must again go to Mr. Maki for additional property to accommodate the construction.

4. The junkyard drive is now becoming a factor to be considered and Mr. Maki's shop and its appurtenant yard filled with old car parts, idle machinery, etc., surrounded by highway and connections would undoubtedly be a prime target for clean-up.

5. It would further appear because of sanitation requirements any other use to which the property would be put would undoubtedly be a continuing nuisance or bone of contention both to this Department and the owner or owners.

In light of the above, it is strongly recommended that we now attempt to buy the property in its entirety. If this can be done at or near its appraised value it would require an outlay of approximately $15,000. This course would seem to be decidedly in the best interests of both the State and Mr. Maki.

E.J. BENNER
District Supervisor

EJB:vm

cc: R.D. Asburry
F.B. Klabee

RECEIVED
SEP 20 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
SEP 14 1966
FOR FILING
F-12?(7)
6772

September 13, 1966

Mr. Ansel Naki
Route 2, Box 569
Astoria, Oregon

10"

Dear Mr. Naki:

Re: Burnside-Big Creek Section, Columbia River Highway, R/W File 39794

Attorney Paul J. Jolma has written on your behalf disclaiming responsibility for the presence, on or along the new highway, of waste line affluent originating on your remaining property.

The purchase of the first parcel of right-of-way from you included a money allowance for damage to your septic tank and drain lines. Payment on this transaction was made to you in early June. In our opinion you are now liable for this work and we look to you to promptly carry out your obligation to relocate the offending drains.

Mr. Virgil Wilson, Right of Way Agent, will contact you again in the very near future regarding certain details of completing the transaction for the second or additional parcel that involves your sauna or utility building, drainage from which was accounted for in the first transaction.

It was necessary to sever these drain lines in late August to reduce the seepage and resulting damage to the new highway grade. In addition to this potential damage, the presence of septic drainage in the open roadside ditch obviously cannot be tolerated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
D. H. Moehring (Enc.)
R. D. Asburry
R. A. Sandmann

JAB:bjm srb

cc: Mr. Paul J. Jolma

Routine

PAUL J. JOLMA
ATTORNEY AT LAW
CLATSKANIE, OREGON 97016

TELEPHONE 728-2662

4015

AUG 29 66

August 25, 1966

RES. TELEPHONE 728-2028

RECEIVED
AUG 1 1966
OREGON STATE BOARD OF HEALTH

REFERRED TO
Admin
BY SECRETARY Glenn

Klabe

Mr. Buckley Vaughan
County Sanitarian
Court House
Astoria, Oregon

State Board of Health
Oregon State Office Building
Portland, Oregon

Oregon State Highway Department
Salem, Oregon

Dear Sirs:

I am writing to you for Ansel and Helen Maki, Route 2, Box 569, Astoria, Oregon. Please direct your replies to them and not to the undersigned.

Makis asked me to advise you that on August 24th at 4:25 p.m. the State Highway employees and the employees of Peter Kewit Construction Company severed their existing sewer lines. I understand this was necessary, because of the construction of the highway.

These lines consist of a two-inch line that drains the sink, laundry tubs and wash basins, and one four-inch line that carries the toilet wastes after they pass through the septic tank.

This now flows in an open ditch along the edge of the new access road on the easterly edge of Makis' property. Makis have been trying for months to get somebody to install a new septic tank and drainfields. They have contacted a licensed septic tank installer many times but have had no response. They want to get this taken care of, and it bothers them very much.

The purpose of this letter is to advise all of you that they do not want to be liable in any respect for any matter inasmuch as this sewage is concerned. Anything that you could do to help the matter along would certainly be appreciated.

Very truly yours,

Paul J. Jolma

Paul J. Jolma

PJJ/lmt

cc to: Mr. and Mrs. Ansel Maki
Route 2 - Box 569
Astoria, Oregon

RECEIVED
AUG 26 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 18 1966
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-135(7)
6773

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 16, 1966

Mr. and Mrs. Ansel R. Maki
Route 2, Box 569
Astoria, Oregon

Files 38303 and 38304
Burnside-Big Creek Section
Columbia River Highway

Dear Mr. and Mrs. Maki:

We acknowledge receipt of your letter of July 9, 1966. The conveyance of this 0.1 acre of land is a part of the consideration for your conveyance to the State under the option signed March 1, 1966. Since said option did not contain a provision for the junk yard clause to be in the State's deed to you, we have, with our attorneys' approval, retyped the deed form to omit same.

Enclosed for your approval is a copy of the revised deed form. You will note that it contains the same access language and sign clause that you have previously approved. The language in the sign clause excepts such sign, display or devise used to advertise the activities conducted on said land.

We are very sorry for the inconvenience caused by these revisions and, upon receipt of your approval as to form of this latest document, will immediately forward the original form to the Commission for the necessary signatures. A stamped self-addressed envelope is enclosed for your convenience in replying to this.

Very truly yours,

J. E. ROHDE
Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

RM:wo
Enc. copy B&S deed
cc: R. L. Porter
G. L. Rohde
L. J. Benner

NOTED
R. L PORTER

RECEIVED
AUG 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO Admin.

Rohde

July 9, 1966
Asteria, Ore.

State Highway Department
Salem, Ore.

Dear Sirs:

We have thoroughly examined the Bargain Sale Deed of the Borgman property which contains 0.1 of an acre. As the State Highway Department would insist that it is to be free and clear of all encumbrances, the revised express conditions you have brought forth, makes this land useless as a supplement to our repair shop.

For the past 20 years, we have operated a maintenance and repair shop on our property and intend to continue to do so for quite some time as yet. During this period of time we have found it impossible not to have any junk, salvable materials, dismantled trucks, autos, and tractors around the shop. We repeatedly have informed the State Highway agents of this factor. The State procured the land, under protest, on which we stored excess materials and other items. Now we have a very limited total area, about 150 feet square, leaving the storage area at a bare minimum.

We wish to inform the State Highway Department that in the future we do not want Federal or State Highway officials or agents to cause any controversy or allegations on highway beautification acts, or force us to discontinue our operation as a maintenance and repair shop in this junction surrounded on all sides with roads.

Orig to Rohde
7-13-66

We are also sending a copy of this letter to the Federal Highway Administration for future references pertaining to problems that may arise from any highway beautification act concerning our shop.

Sincerely,

Ansel Maki
Helen Maki

Ansel Maki, and
Helen Maki

Rt. 2 Bx. 569
Asteria, Ore.

RECEIVED
JUL 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 12 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 19 1966
FOR FILING

FORM F 301 — 10M — 2-66 SP°23800-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1966

6772

To: MEMORANDUM TO THE FILE:

SUBJECT: S-38384 - Mobi
Burnside-Big Creek Section
Columbia River Highway

On August 8 Mr. G. E. Rohde discussed with Mr. Cooper the exclusion of the junk yard clause in the State's deed to the property owners in the above file. The State's deed concludes the settlement which was approved by the Commission, based on an option executed on March 1, 1966.

As part of the consideration for purchasing the owner's property the State, in addition to the sum of $2,600 which was paid June 2, 1966, agreed to convey to the owners 0.1 acre which the State had purchased as excess from an adjacent owner. At no time during the negotiations nor in the option was there any mention made that the State's deed would include the junk yard clause. The owner presently operates a small garage on his remaining property and, in view of the State's taking, needed the above mentioned 0.1 acre to give him more operating room. Even if the clause were included it would not, of course, prohibit the owner from using his remainder for any purpose he saw fit, including a junk yard adjacent to the highway.

While the owner is not in the junk yard business, there are many times when a small garage has disabled vehicles setting in its lot. This may be the reason why the clause disturbs the owner. In view of the fact that the settlement had been made and a binding contract approved by the Commission based on the option prior to the present requirement to include a junk yard clause in deeds on excess parcels, Mr. Cooper gave his approval to close the transaction as originally agreed upon by the Commission.

As a practical matter, it must be noted that the purchase of right of way from this owner was over one-half acre and also severed another 0.3 acre. This severely restricted the amount of land on which the owner would continue to conduct his business and the conveyance to him of the 0.1 acre

would considerably alleviate the constriction. Should there be any necessity in the future to apply the 1965 Beautification Act to this property, it would be necessary whether or not the 0.1 acre was conveyed without the "junk yard" provision. It is obvious the 0.1 acre would not increase such cost in any measurable amount.

G. E. BONDS
Chief Counsel

GEB:bg

CC - Mr. R. L. Porter
Mr. F. B. Klebee
Mr. D. H. Moehring

RECEIVED
AUG 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 - 1966

Form CD-121 (11-63) (Prev. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

Klabe

F-135(7)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 30, 1966

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-135(7)
Burnside-Big Creek Section
Grading, Paving and Structures

As requested in Mr. Young's letter of March 28, 1966 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of March 23, 1966 in the award of contract No. 6773 to Peter Kiewit Sons' Co., of Omaha Nebraska, low bidder in the amount of $2,418,842.50 at the March 10, 1966 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
4-5-66

RECEIVED
APR 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 29 1966
FOR FILING
F-135(7)
6773

March 28, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of March 14, 1966, is requested in the award of contract for the Burnside-Big Creek Section, Project No. F-135(7).

The contractor receiving the award is Peter Kiewit Sons' Co. of Omaha, Nebraska in the amount of $2,418,842.50 with the contract No. 6773 assigned. This bid was received on March 10, 1966 and awarded March 23, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

RECEIVED
MAR 28 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F-13-(7)
6773

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 23, 1966

Peter Kiewit Sons' Company
1000 Kiewit Plaza
Omaha, Nebraska 68131

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6773 for the following project:

Grading, paving and three structures on the Burnside-Big Creek Section of the Columbia River Highway, east of Astoria, in Clatsop County

This award was based on your bid of $2,415,842.50 which was submitted to the Commission on March 10, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (SI C)
I. D. Merchant

RECEIVED
APR 14 1966
FOR FILING
F-135(7)
6773

March 17, 1966

MISC. CONTRACTS and AGREEMENTS No. 3019

Burnside Water Association
Route 2, Box 440
Astoria, Oregon

Attention: Mr. F. W. Kent

Agenda Item
466
3-8-66

Gentlemen:

We are enclosing for your records a fully executed copy of an agreement covering relocation of Burnside Water Association's water lines on Burnside-Big Creek section of Columbia River Highway in Clatsop County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: T. W. Litchfield

RECEIVED
APR 14 1966
FOR FILING

F-135(7)
6773

MISC. CONTRACTS and AGREEMENTS No. 3018

March 17, 1966

Wickiup Water District
Route 2, Box 763
Astoria, Oregon

Attention: Mr. W. J. Hunt

Agenda Item 4z 3-8-66

Gentlemen:

We are enclosing for your records a fully executed copy of an Agreement covering relocation of Wickiup Water District's water lines on Burnside-Big Creek Section of the Columbia River Highway in Clatsop County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: T. W. Litchfield

RECEIVED
APR 14 1966
FOR FILING
F-123(7)
6773

1149
Adv. Copy

March 16, 1966

Board of County Commissioners
Clatsop County
Courthouse
Astoria, Oregon

Agenda Item
4h
3-8-66

Gentlemen:

We are enclosing for your records a fully executed copy of a Throughway-Abandonment Agreement pertaining to Burnside-Big Creek Section of the Columbia River Highway in Clatsop County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
MAR 1 - 1966
FOR FILING
F-135(7)
-773

March 4, 1966

Oregon State Highway Commission

Gentlemen:

There will be presented at the March 8 meeting an agreement with the Burnside Water Association covering the relocation of its water lines on the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County.

This agreement provides for the State to adjust the Association's facilities and bear the initial cost of this work. The Association has agreed to repay the State interest free over a ten-year period for a cost not to exceed $6,500. It was necessary to handle this work in this manner since the Association had no funds available to make this major adjustment of its facilities.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. S. Klaboe
Victor D. Wolfe
F. D. Morgan
T. W. Litchfield
C. H. Maison
R. D. Asburry

TWL:bjm bg

RECEIVED
MAR 3 - 1966
FOR FILING
F-135(7)
6773

March 3, 1966

Oregon State Highway Commission

Gentlemen:

There will be presented at the March 8 meeting an agreement with the Wicking Water District covering the relocation of its water lines on the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County.

This agreement provides for the State to adjust the District's facilities and bear the initial cost of this work. The District has agreed to repay the State interest-free over a ten-year period for a cost not to exceed $24,587.75.

It was necessary to handle this work in this manner since the District had no funds available to make this major adjustment to its facilities.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
T. W. Litchfield
L. H. Young
C. H. Maison
R. D. Asburry

TWL:bjm bg

RECEIVED
MAR 1 - 1966
FOR FILING
F-135(7)
6773

February 28, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 8 meeting will be a throughway/abandonment agreement with the Clatsop County Board of Commissioners pertaining to the Burnside-Big Creek Section of the Columbia River Highway No. 2 (US30) in Clatsop County.

This agreement provides for construction of the throughway by the State, including the intersections of county roads, connections, and frontage roads. Upon completion of the project, the State shall retain full maintenance, jurisdiction, and control of the throughway as well as all right, title, and interest in that portion of right-of-way needed for public use as part of the highway. All structures constructed as part of the project shall remain in the name of the State.

Upon completion of the project, the County will assume maintenance, jurisdiction, and control of the frontage roads or reconstructed county roads and the State will relinquish all right, title, and interest to the County on those portions lying outside of the State's access control. Also, that portion of the existing alignment of Highway No. 2 lying southerly of the project shall pass to the County for use as part of the local road system.

The project is currently advertised for consideration at the March 10 bid letting and is estimated to cost $2,700,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Morgan
E. S. Hunter
C. H. Maison
R. D. Asburry

RLP:ms bg

RECEIVED
FEB 24 1966
FOR FILING

FORM E-30 50M 3-65 SP*6470-734

F 135 (7)

6773

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1966

411

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
OFFICE

SUBJECT: Burnside-Big Creek Section
Columbia River Highway
Clatsop County

The intersection at Svenson has been reviewed for the possibility of installation of a channelization to replace it. It is possible to construct a sub-standard channelization with 14 foot instead of 16 foot lanes within the R/W obtained.

Road Design Section has been requested to make the revision and advise bidders of the change in plan for the project.

F. D. Morgan
Construction Engineer

By

G. C. Wills
Ass't. Chief Locating Engineer

GCW:rw

cc: R. D. Asburry

NOTED
F. B. KLABOE

RECEIVED
FEB 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

F-135(7)

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 16, 1966

In reply refer to: 08-35.2-DB

6773

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project F-135(7)
Burnside-Big Creek Section
Grading, paving and structures

REFERRED TO
Young Wheel.
By Asst. State Hwy. Engr. 2-24-66

P. S. & E. documents for subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained and relocation advisory assistance provided, as indicated in Mr. Moehring's February 3, 1966 report, except for the following:

File No. 38067 - Nergaard
" No. 38069 - Dale
" No. 38070 - Baker
" No. 38291 - Nadon
" No. 38293 - Crown Zellerbach Corp.
" No. 38302 - Nygaard
" No. 38304 - Maki
" No. 38310 - Wall

NOTED
F. B. KLABOE

We understand that the above files are being negotiated, but if not successful, condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to your requesting our concurrence in award.

Your specifications advise bidders that the following three parcels will not be clear until April 10, 1966:

File No. 38312 - Nelman: 3 barns
" No. 38313 - Mowe: House & shed
" No. 38063 - Tolonen: Holly trees

Our Regional office concurs in the above procedure to be in the public interest based on the information submitted with Mr. Young's February 4, 1966 letter.

The pavement type selection of the project is accepted on the basis of documentation in your January 31, 1966 "Project Base Design" sheet.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

You are authorized to proceed with contractor's flagging included in your estimate in the amount of $3,000.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

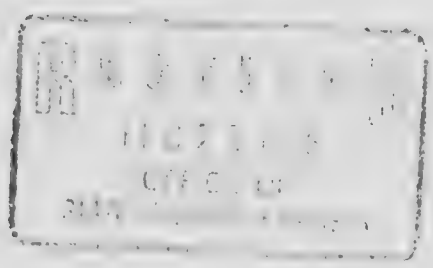
Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	January 1966
Division II - Part 1 - Earthwork	January 1966
Division II - Part 2 - Bases	January 1966
Section 204 - Plant-mix stone base	January 1966
Section 208 - Plant-mix bituminous base	January 1966
Division II - Part 3 - Surfacing & Pavements	January 1966
Division II - Part 4 - Structures	January 1966
Division II - Part 7 - Incidentals	January 1966

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Litchfield's February 7, 1966 Utility Status Report indicates that only non-reimbursable and nonparticipating utility adjustments are involved. We understand that you will certify that necessary arrangements have been made for proper coordination of such work in your request for concurrence in award.

Mr. Young's February 14, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest.

Attachment



RECEIVED
FEB 10 1966
FORM 8-1-58 BOX 1-66

FORESTRY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F-133(7)

6773

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 8, 1966

Sen. Daniel A. Thiel
10 Kingston Avenue
Astoria, Oregon

Dear Dan:

Attached is a small scale sketch map of the Burnside-Big Creek Section of the lower Columbia River Highway, showing the routing of the proposed section on which the contract is scheduled for letting March 10. This is in accordance with your verbal request to me on January 28th.

I trust that by the time you read this letter you and Lucille will have become thoroughly sun tanned and have enjoyed your Hawaiian vacation. Best regards to you both.

Very truly yours,

R. B. Sipprell
Liaison Engineer

RBS:eb
Attachment
b/cc to - Forrest Cooper (with attachment)
R. L. Porter
Victor Wolfe

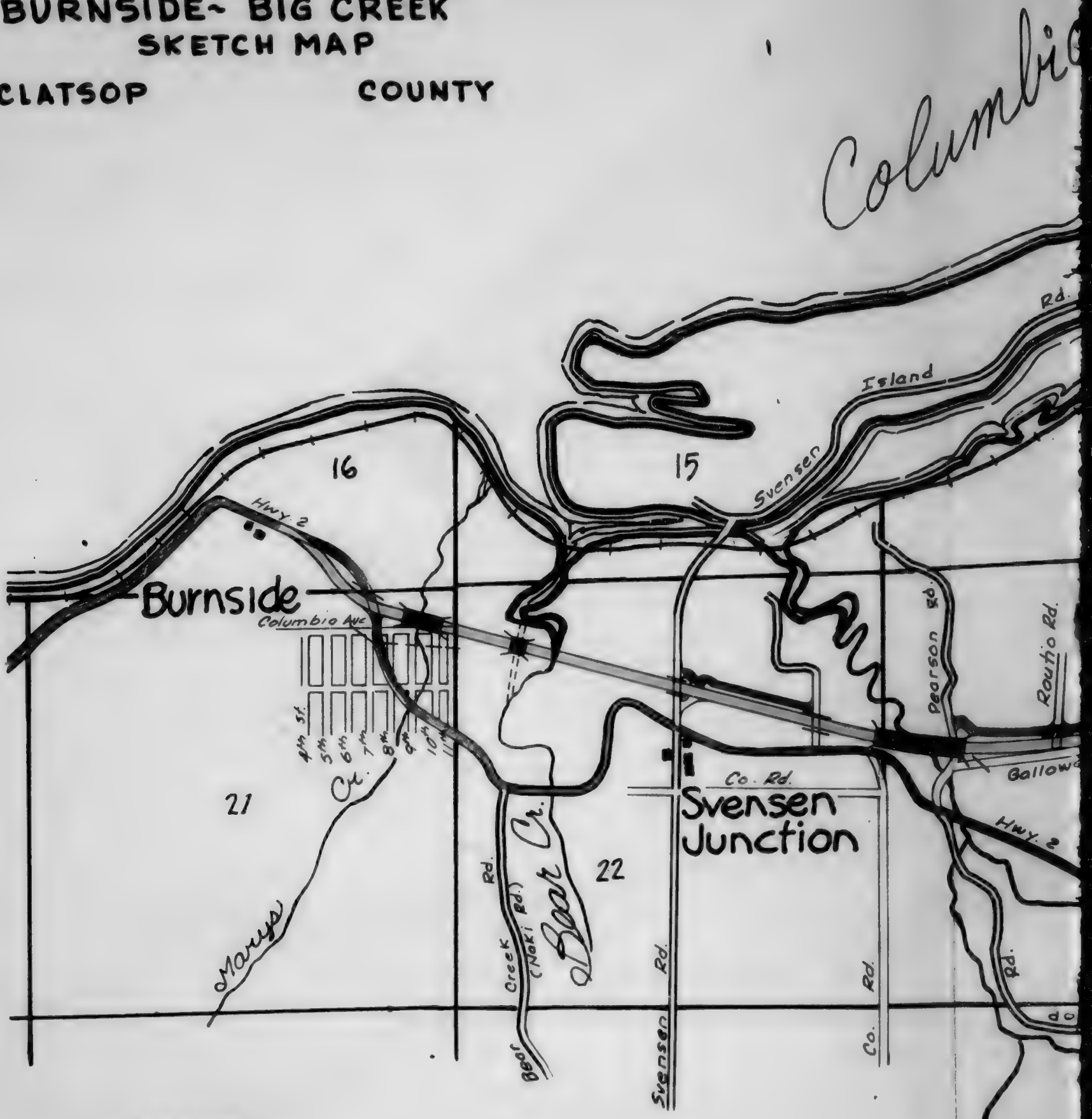
RECEIVED
FEB 1966
OFFICE OF

NOTED
FORREST COOPER

OREGON STATE HIGHWAY DEPARTMENT

BURNSIDE~ BIG CREEK
SKETCH MAP

CLATSOP COUNTY



LEGEND

- Existing Highway
- Proposed Highway
- Proposed Frontage Roads
- Proposed Structures

D-A-15

To Knappa

Little Cr.

18

19

Co. Rd.

Frontage Rd.

Trip

R.8W., T.8N.

R.7W., T.8N.

Rd.

(Carlstrom Rd)

N

SP&S R.R.

13

24

Rd.

Ferris

Rd.

Station

Rd.

Ivy

Ferris Cr.

14

Rouho Rd.

Galloway

23

Co.

Rd.

Millcrest

Loop

Rd.

Rd.

Liver

Mid

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FEB 8 - 1966
COMMISSIONERS
FOR FILING
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
F-13517
6173

T/A

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Salem, Oregon
February 7, 1966

Clatsop County Board of Commissioners
Courthouse
Astoria, Oregon

Gentlemen:

We wish to inform you that our position on the matters as outlined in your letter of January 26, 1966, remains as indicated by our letters of January 7 and January 18, 1966, regarding the Burnside-Big Creek Section of the Columbia River Highway.

We appreciate your concern regarding the anticipated traffic increase at the proposed Svensen Market Road and Columbia River Highway intersection; however, we still cannot justify an interchange or separation structure at this time.

Regarding assumption by the County of the existing Columbia River Highway alignment and the feeder roads, the agreement provides that this will not become effective until after completion of said project. The feeder roads are existing roads being reconstructed or realigned to facilitate the local traffic situation with respect to the new alignment of the Columbia River Highway. Furthermore, the old alignment will become a secondary road of local nature and will lend itself to a county road type facility.

Please consider the matters as presented, and the benefits to be derived by the motoring public, and if you concur, execute the agreement and forward it to this office.

We desire to accept bids on this project at the March 10 bid letting; however, bids cannot be accepted until the pending agreement between County and State has been effected.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

RECEIVED
FEB 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

M. S. Cox
County and City Division Engineer

DMH:mm
cc: Mr. John Dooley,
Roadmaster
bc: Forrest Cooper F. B. Klaboe
R. L. Porter F. D. Morgan
Victor Wolfe R. D. Asburry

NOTED
FORREST COOPER

RECEIVED
FEB 7 - 1966
FOR FILING
E-135(7)
6713

February 7, 1966

Mr. Stehlick
Sherwood and Roberts
1111 S. W. Fifth Avenue
Standard Plaza
Portland, Oregon

Dear Mr. Stehlick:

In response to your telephone conversation with Mr. L. E. George, Assistant Traffic Engineer, we are submitting information concerning construction plans on the Lower Columbia River Highway in the vicinity of Knappa Junction.

No changes in alignment are contemplated in the immediate vicinity of the Knappa Junction. There is enclosed one copy of the title sheet for the proposed construction contract on the Burnside Creek-Big Creek Section. This is the section covering the Svensen area, and the sketch shows the ends of the project. The 1965 average daily traffic at the Big Creek Bridge, approximately one-half mile west of the Knappa Junction, was 1,900 vehicles.

If this office can be of any further service, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asburry

VPJ:ji jwa

ALTERNATE

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 2 Pages

Section BURNSIDE - BIG CREEK Highway LOWER COLUMBIA RIVER (FA 1) County CLATSOP

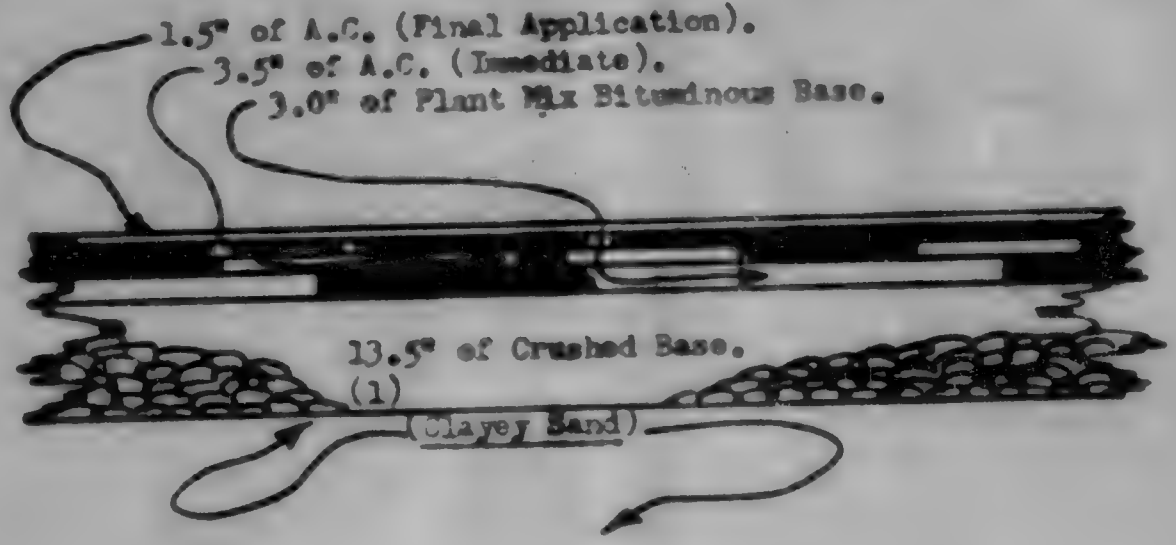
Res. Engr. L. A. WEBER Approx. Length 3.5 Miles. Sta. 335+ to Sta. 515+

Prefix 1733(7) Date 1-31

Truck A.D.T. 163 Traffic Coefficient 8.6 18 kip s.a. per day 114.3.

Annual Precipitation 68"± Frost Penetration - - - - - - - -.

(1)
Typical Soil
37 LL
19 PI
100 %P 10
54 %P200
0 %Gravel
1 %C Sand
46 %F Sand
26 %Silt
27 %Clay
5 "R" Value
[redacted]



CBR Total Req.	Credit	Actual Thick.	
	3.0	1.5	AC (FINAL)
	7.0	3.5	AC (IMMEDIATE)
	5.5	3.5	PMBB
	13.5	13.5	Cr Base
29.0	29.0	21.5	

AASHO CLASSIFICATION:
A-6 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

Note:
The Plant Mix Bituminous Base has been assigned a value of 1.83:1 provided a retained strength requirement of 70 percent is included in the specifications (Letter dated 1-11-66 by O.A. White, Engineer of Materials & Research).

RECEIVED FEB 2 - 1966 U

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by [signature] Staff Assistant

Recommended by [signature] Asst. Engineer of Materials

Recommended by [signature] Construction Engineer

Approved by [signature] Asst. State Highway Engineer

Hwy 2, T/A agree
Inside - Big Creek

Clatsop County

ASTORIA, OREGON

VERNE STRATTON, COMMISSIONER
JAMES SCARBOROUGH, COMMISSIONER
HIRAM C. JOHNSON, COMMISSIONER
MARY HAY, CLERK
CARL B. BONDIETTI, SHERIFF
THOMAS E. EDISON, DIST. ATTY.

HAROLD T. JOHNSON, DISTRICT JUDGE
BEN BURNS, TREASURER
E. E. ISAACSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
DR. NOEL B. RAWLS, MEDICAL EXAMINER
DAVID STANLEY DICKSON, ASSESSOR

January 26, 1966

Mr. Forrest Cooper, State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: H. S. Cox, County and City Engineer

Gentlemen:

The Commission wishes to formally call your attention to the intersection of the new highway with our Svenson Market road. We urge your further consideration of establishing an overpass or underpass instead of grade crossing as proposed.

The channeling of county traffic into this intersection, plus reasonable anticipated increase in area growth, warrants calling your attention to this change. We feel this increase in traffic will be forthcoming, due to Crown Zellerbach Corporation's installation near said location, and general improvement of highway access to this area.

With your permission, we will hold, until completion of construction, our consideration regarding acceptance of existing and feeder roads proposed in agreement submitted by your office January 7, 1966.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
OF CLATSOP COUNTY, OREGON

By, James Scarborough
Commissioner

By, Verne Stratton
Commissioner

By, Hiram C. Johnson
Commissioner

Copy to Klaboe 1-27-66
SI

RECEIVED
JAN 27 1966
ENGINEER
COUNTY & CITY DIVISION

STATE HIGHWAY

RECEIVED
JAN 11 1966
FOR FILING
F-135 (7)
6773

January 10, 1966

The Honorable Wm. H. Holmstrom
State Representative
Post Office Box 270
Astoria, Oregon

Dear Mr. Holmstrom:

This is a followup of our telephone conversation January 6 concerning the acquisition of the mink ranches on the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County.

I find that settlement has been made with Mr. Bohm but that we have not as yet been able to settle with Mr. Lloyd W. Stunkard. We understand that he is represented by a Mr. Fulton of Andersen, Fulton and Lavis.

If you need anything further on this, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Victor D. Wolfe
Ralph Sipprell

RECEIVED
DEC 29 1965

FOR FILING
Form CD-121 (11-65) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

F-135(7)

6773

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: December 23, 1965

In reply refer to: 08-35.EC/710.12

SUBJECT: Oregon Federal-aid Primary Program

Mr. Young's November 9, 1965 letter submitted one item for inclusion in the subject program as a Stage 2 construction phase project. This project detailed below is approved effective this date:

Item	Project	Location	Work
456	F-135(7)	Burnside-Big Creek Sec.	Gr., pave, 3 structs.

Action on this project was held pending receipt of additional information requested verbally on November 17. Mr. Morgan's December 16 letter submitted this information as a location prospectus, which is approved concurrently with this action.

Utility preparatory work is authorized effective this date.

This action provides for construction on 3.18 miles of Primary highway at a total estimated cost of $2,700,000 of which $1,700,000 is reserved as Federal-aid Primary funds.

REFERRED TO
Young - Morgan
By Asst. State Hwy. Engr.
12-28-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 13 1965

December 10, 1965

The Honorable W. H. Holmstrom
State Representative
Post Office Box 270
Asteria, Oregon

Dear Bill:

I do not like excuses, but I have to give you one.

We have run into problems re right-of-way acquisition and bridge design on the Svensen job, which will preclude calling for bids in January.

These things are always embarrassing. I try to keep from making predictions, some of which inevitably go sour, but confession is good for the soul.

It is our hope that we will be able to call for bids early in the Spring so that no delay will occur during the 1966 construction season. Present indications are that it will take two construction seasons to complete this job.

I am sorry. Merry Christmas and a Happy New Year.

Kindest personal regards.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Trevor Wolfe
Ralph Sipprell

RECEIVED
NOV 23 1965

COMMISSIONERS:
HERMAN D. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

E-135(7)

6773

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

RECEIVED
NOV 19 1965
CONSTRUCTION
DIVISION

Routing
Barbee
Walker
Glenn
Swan
Pubis
Moreland
Trout
Scott
Wilk
Litchfield
Olson

November 18, 1965

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. D. J. Barbee

Dear Mr. Cooper:

The following listed plan title sheets transmitted to us by your letter dated November 10, 1965 have been examined. Our comments are listed below in conjunction with the listed projects.

Wanker Corner-West Linn Section, FAS 120, Clackamas County.

Fish passage must be maintained at the Tualatin River crossing.

Burnside-Big Creek Section, Columbia River Highway, Clatsop County.

Mary Creek, Bear Creek and Ferris Creek crossings must have passage on the relocated section of highway.

Cascade Locks - Mitchell Point Section, Columbia River Highway, Hood River County.

As stated in our letter of comments to you dated January 20, 1964 and reiterated here again, we request fish passage be provided at Herman Creek, Lindsey Creek and Starvation Creek.

Orleans-Calapooya River Section, Corvallis-Lebanon Highway, Linn County.

Fish passage must be maintained at the Calapooya River crossing.

Pacific Highway West - South Tigard Interchange Section,
Beaverton - Tigard Highway, Washington County.

We anticipate no conflicts with the fishery resource as a result of this project from the limits of the Baldock Freeway to Sunset Highway.

Your bringing these projects to our attention for comment is appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

11-19-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L. W. Rulien (6)
R. D. Asburry (4)

fp

FORM E-123X "SOM" 3-65

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

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NOV 17 1965

FOR FILING
F-135(7)
6-773

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Porter

NOTED
R. L. PORTER

November 16, 1965

Mr. Jack H. Wood
County Extension Agent
Post Office Building
P. O. Box 207
Astoria, Oregon 97103

File Nos. 38062-65 68
Burnside-Big Creek Section
Columbia River Highway
Clatsop County

Dear Mr. Wood:

This will reply to your November 8, 1965, letter addressed to Mr. Forrest Cooper.

The present contracting schedule calls for the opening of bids on the Burnside-Big Creek Section of the Columbia River Highway on January 25, 1966. In order to meet the contracting schedule, it will be necessary for us to have possession of all improvements sufficiently prior to that date so that they might be sold at public auction and removed by the January 25 date.

I realize that it is often difficult for property owners to reconcile in their minds the fact that they will need to give up a portion of their property for highway betterment. Highway projects will oftentimes take the actual improvements where people live and where people have their places of business. This situation is regretable but necessary in order to have highways which serve the citizens of Oregon.

It is our job in the Right of Way Division to see that the citizens involved are treated fairly and are paid the market value for the portion of their property required for the highway. We are now able to go further than this, as we also provide relocation advisory assistance when requested. We actually help to find suitable replacement property for an owner. In addition to this, we pay the actual moving cost for their personal property up to a maximum of $200 in the case of a private residential move and up to $3,000 in the case of a farm or business move.

In order to take the fullest advantage of the 1966 contracting season, it is necessary that the contract be let in the early part

of the year. This is why the January 25 date has been selected for this project. Economic studies have been made, the results of which have shown the location to be the most economical where presently staked. A public hearing was not required for this project as no incorporated area was affected.

I wish to thank you for writing, and I will ask one of our field agents to call upon you with the thought that perhaps with your knowledge of the mink-raising operation in your county you might have some ideas on how and where these businesses might be relocated.

Very truly yours,

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:JP
cc: R. L. Porter
C. E. Rohde
E. J. Benner

RECEIVED
NOV 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

2062

NOV 10 65

OREGON STATE UNIVERSITY
COOPERATIVE EXTENSION SERVICE

POST OFFICE BUILDING
P. O. Box 207

ASTORIA, OREGON 97103
Phone FAirfax 5-2871

November 8, 1965

RECEIVED
NOV 12 1965
RIGHT OF WAY

RECEIVED
NOV 12 1965
REAL & RIGHT OF WAY

Mr. Forrest Cooper
Oregon State Highway Engineer
State Highway Office
Salem, Oregon

Dear Mr. Cooper:

I am writing to you on behalf of three Clatsop mink ranchers who are concerned about the new location of U.S. Highway 30 near the Knappa High School to the extent that it will necessitate moving their ranches.

Mr. Veikko Ylipelto and Arne Bohm would not have enough property left to continue their ranch in the same location. Lloyd Stunkard, the third rancher involved, would perhaps have sufficient land but its being right on the new highway could cause future difficulty for him.

I am sure these people are preparing to make the necessary adjustments for the new highway and I am sure they feel it will benefit the traffic flow, however, they are presently concerned about the effects of such a major adjustment within their families and businesses.

They would like to know the official position of the Highway Department as to when it would be necessary for them to complete the job of moving. Apparently they have been told that they are expected to be moved by January 1, 1966. This word came from someone calling at their ranches from the Highway Department.

Also, the first offer to buy the ranches for right-of-way was only made a week or so ago, and until an actual sale is completed it would be difficult for them to take definite steps to buy a new location and get new sheds and possibly even a house built. The offered purchase price for the present land was not enough either for them to come out even on a move.

Is it possible that since a public hearing on the new Highway 30 location in their area has not as yet been held, that there is still time for a reasonable schedule to be laid out to help these people make the change?

The purchase and preparation of a new location is particularly a problem at this time with the Wauna project adding to land and home prices in the area. If these people had a year or so to make the change they could likely make better purchases. It is my understanding that the law provides for the highway people to assist in relocating these families, too, so that advanced planning would be of benefit to all concerned.

Too, there are only two times of the year when the mink could be moved at a minimum disturbance: 1. In late December right after pelting when the breeders

OREGON STATE UNIVERSITY

COOPERATIVE EXTENSION SERVICE

POST OFFICE BUILDING
P. O. Box 207

ASTORIA, OREGON 97103
Phone FAirfax 5-2871

can be moved most easily. 2. Another time is in July and August when the kits are seperated. Other times of the year run into the busy season of pelting, breeding, or whelping, and times when these sensitive animals can easily lose quality.

I believe these ranchers would feel a lot better about the problems involved in their moving or changing ranches, and also about the difficulties faced by the highway people if they could talk to someone from your department that could speak with authority and help the ranchers through this ordeal.

Misunderstanding and possibly some ill-feeling has apparently stemmed from lack of answers as to why a hearing has not been held if owners are expected to move as early as January, 1966; why the highway could not have been located enough north to avoid the mink ranches and a major section of 8 inch water main, which will cost an already hard put district some $20,000 to relocate; and how prices offered for property are arrived at.

Probably these kind of complaints are common, but I hope I am not causing any undue nuisance. If it would be helpful, I could arrange a meeting between the ranchers and someone from your office.

Very truly yours,

Jack H. Wood

Jack H. Wood
County Extension Agent

JHW:bb

cc: Veikko Ylipelto, Rt. 4 Box 97, Astoria
Arne Bohm, Rt. 4 Box 64, Astoria
Lloyd Stunkard, Rt. 4 Box 229, Astoria

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 10 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 18 1965

FORM E-80 6OM 2-65 SP*6470-734

FOR I.....

F-13-(7)

173

Copper

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1965

Walter Grove

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

SUBJECT: File No. 38197-Grove
Burnside-Big Creek Section
Columbia River Highway
Clatsop County

A D M I N I S T R A T I O N

I am enclosing a copy of a letter received from Mr. Robert C. Macdonald, Mr. Walter Grove's attorney, as Mr. Macdonald has advised his client to wait for further negotiations until his property would be affected.

We will hold this file until such time as we begin the purchase of right of way for the next section to the west.

G. E. ROHDE
Chief Counsel

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO:JP
Attachment
cc: G. E. Rohde
E. Saling
E. J. Benner

NOTED
FORREST COOPER

RECEIVED
NOV 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

WHITE, MACDONALD & DEAN

TELEPHONE FA. 5-2511

November 9, 1965

Re: property [illegible] Grove
Route 2, [illegible]

Dear Mr. Wilson:

I apologize [illegible] written or contacted you earlier, but I [illegible] of the county a great deal on these suits since we [illegible] and was unable to return your calls at the [illegible] time.

In addition, I [illegible] the impression from our meeting, that there was no need for any early decision on this [illegible] and that in fact, Mr. Grove would have no requirement to do anything at this time.

Consequently, [illegible] you had made his own action pr[illegible] contact with [illegible] might proceed and [illegible] you further had [illegible] there had been wi[illegible]ting into any [illegible] directly no[illegible] until such time as the [illegible] is to the in[illegible] in a contract and a [illegible] as to the acre[illegible]portion of land that would be required, if any.

It was my understanding that he is acting on this advice. If this is in direct conflict with your advice to us in any way, would you please advise.

Very truly yours,

WHITE, MACDONALD & DEAN

Robert C. Macdonald

RCM:j
cc: Mr. Walter Grove

RECEIVED
DEC 29 1965
FOR FILING
F-13-(7)
6773

November 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project, Item 456, Project F-135(7), Burnside-Big Creek Section, which we desire to have included in the Federal-Aid Primary Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ed

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21-

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	ADT	1,500	2,600 (66)(70)	85 (71)(72)	08	Oregon	35 (2)(3)	012 (4)(9)	456 (14)(18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68)	(70)	(71)	(72)(73)	(74)(75)	14 F-	23 135(7)	7 13	(24)(26)	27

COUNTY NAME: Clatsop — CODE: 005 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 1 (32) — STATE (36)(37) — U.S.: 30 (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54)(58)	(59) (66)	(67) (76)			Gr., dr., two 12' lanes H.T. pave. with 10' shoulders, climbing lane and frontage roads 20', 3 bridges, length 1891'.
					ROW- 200' Normal; Access Control - Partial; Parking Restriction- None; Utilities- Adj. Required Incl. Prep. Work.
	2,700,000	1,700,000	1,000,000		
318	2,700,000	1,700,000	1,000,000		

(16) (23)(24) (33) REMARKS

USCOMM DUSCOMM-DC 48908-P61

BURNSIDE-BIG CREEK SECTION

PROJECT NO. F-135(7)

Existing Facility

Roadway: Two 10' lanes bituminous concrete pavement with 4' to 6' shoulders.

Structures: One concrete bridge over Bear Creek, length 60', H.C. 19'4" built in 1923.

Adjacent Sections

West End: Two 12' lanes PCC pavement with 6' shoulders constructed under Project No. E-121.

East End: Two 11' lanes bituminous concrete pavement constructed under Project Nos.F-135(3) and (4)

Project Data

Roadway: Grade and drain on new alignment, two 12' lanes high-type pavement with 10' shoulders, climbing lane and frontage roads 20'.

Structures: Marys Creek - One RCDG Bridge 624', HC 32'.
Bear Creek - One RCDG Bridge 150', HC 44'.
Ferris Creek- One RCDG Bridge (Hwy.& Waterway) 1117', HC 32'.

System Action, Airports, Railroads, Water Development - None involved.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section BURNSIDE - BIG CREEK Highway LOWER COLUMBIA RIVER (FA 1) County CLATSOP

Res. Engr. L. A. Weber Approx. Length 3.5 Miles. Sta. 335+ to Sta. 515+

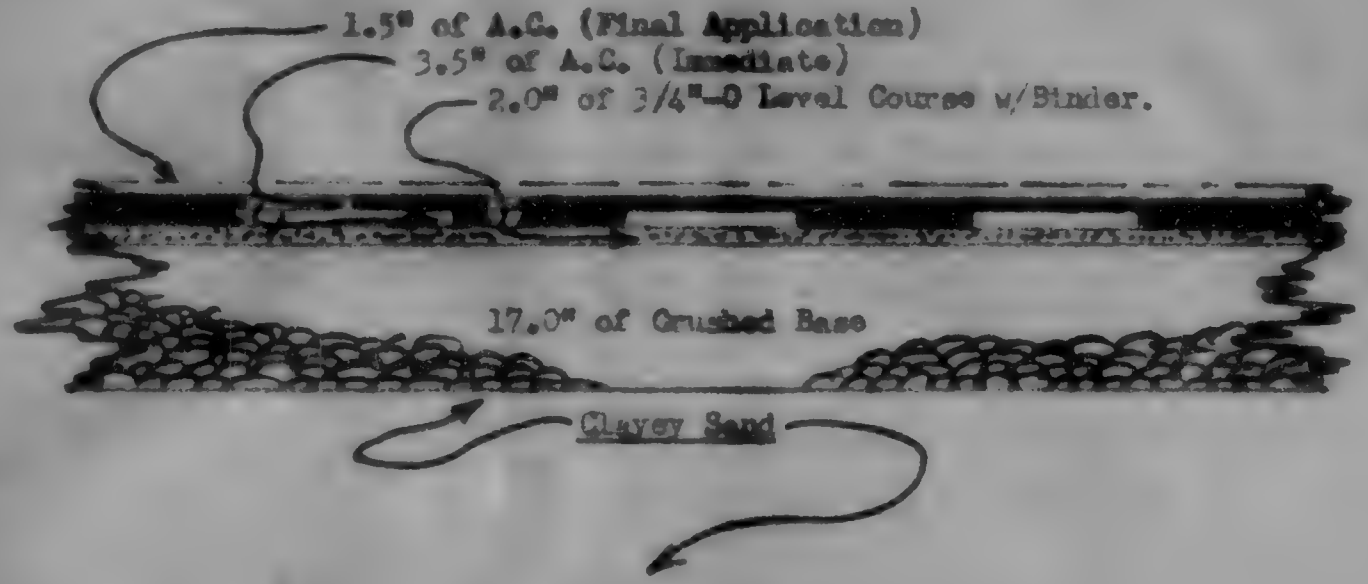
Truck A.D.T. 163 Traffic Coefficient 8.6 18 kip s.a. per day 114.3 .

Annual Precipitation 68" Frost Penetration - - - - - .

(1)

Typical Soil

37	LL
19	PI
80	%P 10
74	%P200
0	%Gravel
1	%C Sand
26	%F Sand
46	%Silt
27	%Clay
[illegible]	ww Value
([illegible])	



AASHO CLASSIFICATION:
A-6 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

Cl. Total Req.	Used	Actual
	3	1.5 A.C.
	7	3.5 A.C.
	2	2.0 Level
	17	17.0 Cr.
29.0	29.0	24.0

Bureau Bid 67233

RECEIVED
OR. DIV. OF HWYS.
NOV 3 - 1965
FOR FILING

F-1(2)6(7)

10-21-65

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

NOTED
F. B. KLABOE

Submitted by [signature] for Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Asst. Construction Engineer

Approved by [signature] Asst. State Highway Engineer

BURNSIDE - BIG CREEK
LOWER COLUMBIA RIVER (FA 1)
CLATSOP COUNTY

"OTHER ROADS"

Truck ADT	Wearing Surface	Leveling	Crushed Base	CSE	Actual Thickness
30-90	3.5" A.C.	2.0"	16.5"	25.5"	22.0"
8-30	3.0" A.C.	2.0"	14.0"	22.0"	19.0"
1-8	2.0" A.C.	2.0"	12.5"	18.5"	16.5"
Cars Only	2.0" A.C.	2.0"	7.5"	13.5"	11.5"

See table below if substitutions are made.

Assigned Values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.5"	Crushed Base
1.0"	Stone Subbase (Standard Specs. plus) (8% max. P #200 sieve,) (R Value = 70-80.)	=	0.8"	Crushed Base

(BIG CREEK)
BURNSIDE - KNAPPA UNIT

SECTION: ASTORIA - BIG CREEK

HIGHWAY: COLUMBIA RIVER

COUNTY: CLATSOP

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1700 (Total)

B. Future ADT 2900 (Total)

C. Mean ADT 2300 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 15 (ADT Basis)(Logging)

G. Trucks (in one direction) $\frac{F}{2}$ = 7.5 x (C) 2300 = 163

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 163 x (F) 100 % = 163

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 8.6

SECTION: BURNSDIK - BIG CREEK

HIGHWAY: LOWER COLUMBIA RIVER

COUNTY: CLATSOP

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good __X__ Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C.
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

A. C. has been selected for the following reason:

Fill heights to 30'+ are not uncommon and subsidence is anticipated. A.C. is more desirable for ease of restoration.

FORM E-80 10M 3-65 SP°6670-786

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1965

SUBJECT: File No. 38197 - Grove
Burnside-Big Creek Section
Columbia River Highway
Clatsop County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

ADMINISTRATION

NOTED
F. B. KLABOE

This memo is written to bring you current on the status of negotiations with Mr. Walter Grove, who operates a chicken farm east of Astoria.

Our negotiating agent has tendered an offer of $8,765 for the 4.05 acres sought—this being based on our reviewed appraisal. The Groves countered that this offer is inadequate compensation and have referred us to an attorney in Astoria, Mr. Larry Dean.

We are most hesitant to process this matter in condemnation at this time as the description has been written from a centerline projection, and may or may not adequately cover the right of way ultimately needed. We believe the only course we can follow is to continue negotiations with Mr. Grove's attorney until such time as an actual survey has been made, and the actual requirements defined. No right of way is needed from the Grove tract for the forthcoming contract.

Please advise if you need additional information on the status of this matter, and whether we should pursue some course of action differing from that which I have outlined.

G. E. ROHDE
Chief Counsel

By Laurence A. Holt

Laurence A. Holt
Administrative Right of Way Agent

LAH:sm
cc: G. E. Rohde
R. D. Asburry
E. J. Benner

copy to Holt 10-22-65

RECEIVED
OCT 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Return to F. B. Klaboe
Holt
Plan contact as outlined

RECEIVED
AUG 13 1965
FOR FILING

F-135 (7)

6772

August 12, 1965

Oregon State Highway Commission

Gentlemen:

The survey on the Burnside-Big Creek Section of the Columbia River Highway in Clatsop County has been completed. A public hearing on this section was not required. The length of this section is 3.36 miles and I am attaching a map for your information.

This project is estimated to cost $2,200,000 for construction and $200,000 for rights-of-way. I recommend your approval of the survey and authority to purchase the necessary rights-of-way.

This matter will be on the agenda for your consideration at the August 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
D. H. Moehring
R. D. Asburry

DJB:rw fn

CATHLAMET BAY

SETTLERS POINT

T.8 N., R.8 W.

SVENSEN IS.

END OF SURVEY
STA. 330+00

SVENSEN

BURNSIDE

FERRIS CREEK

MARYS CREEK

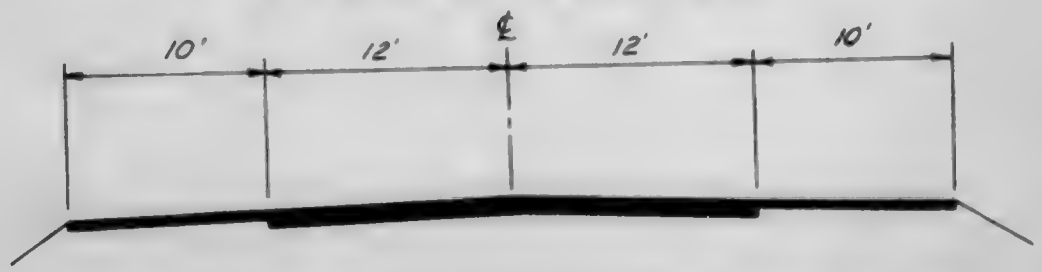
BEAR

21

22

N

TYPICAL SECTION



CLIMBING LANE WHERE REQUIRED

PUBLIC HEARING

SYSTEM ACTION

COUNTY

STATE HIGH

BUREAU OF

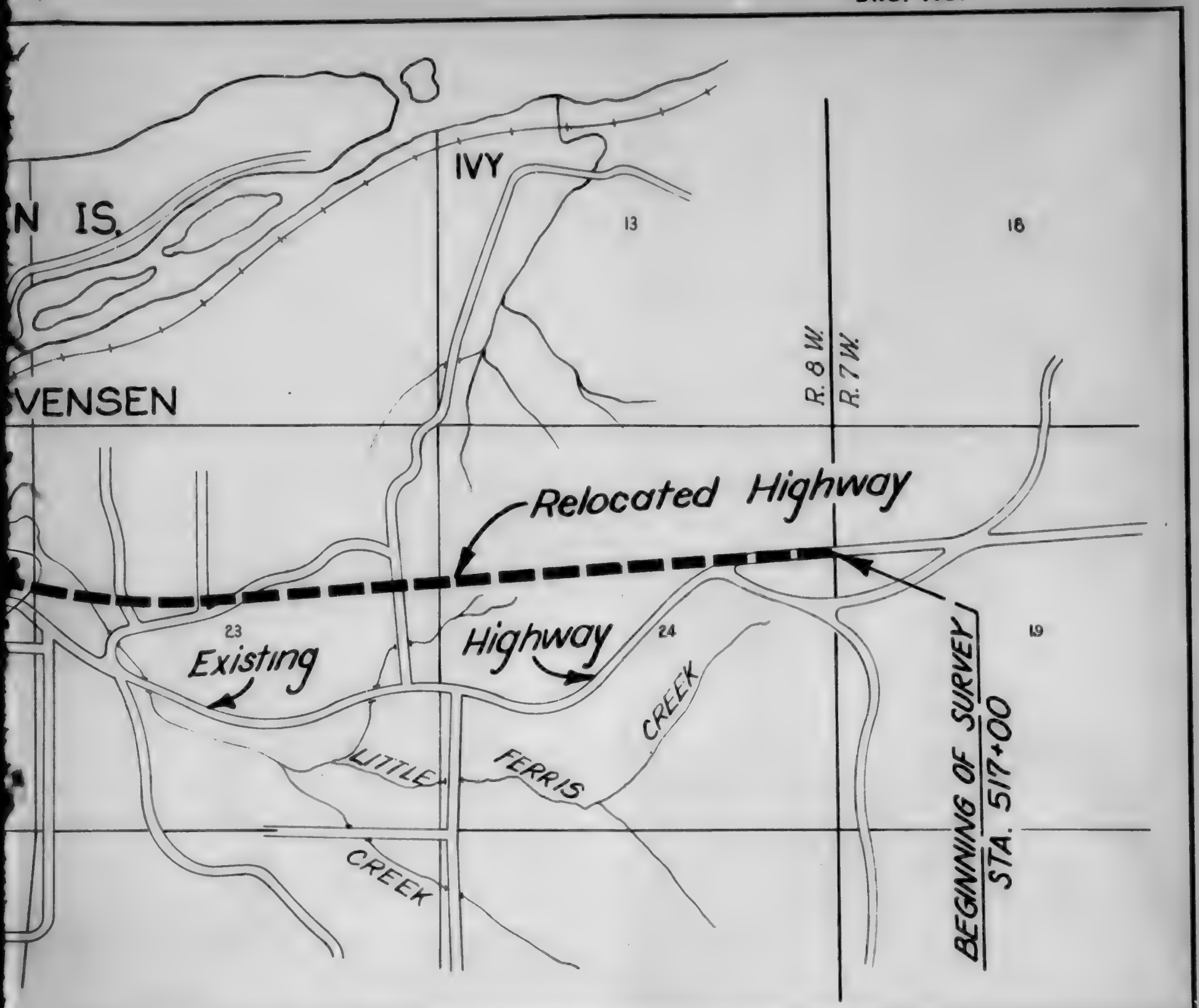
THROUGHWAY RESO

ACCESS CONTROL

APPROVED:

3.54 MI.

DRG. NO.



PUBLIC HEARING Not Required

SYSTEM ACTION

COUNTY Not Required

STATE HIGHWAY COMMISSION Not Required

BUREAU OF PUBLIC ROADS Not Required

THROUGHWAY RESOLUTION ADOPTED Not Required

ACCESS CONTROL Limited

APPROVED: AUG 11 1965, 19

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

BURNSIDE - BIG CREEK

COLUMBIA RIVER HIGHWAY

CLATSOP COUNTY

DRG. No. IR-4-146

SCALE: 3" = 1 MILE | DATE: JUNE, 1965

FOR DETAILS SEE DRG. NO.

RECEIVED
AUG 2 - 1965
FOR FILING
F 135 (7)
6718

July 30, 1965

Oregon State Highway Commission

Gentlemen:

Due to industrial development in the Wapato area on the Lower Columbia River Highway, the Department has been making a survey for improvements to the highway in the Svensen junction area.

It is recommended that we add a unit to Federal-Aid Program IX which will be known as the Burnside-Big Creek Section of the Lower Columbia River Highway. The project will be approximately three miles in length and is estimated to cost $2,400,000.

The matter will be on the agenda for the August 24 meeting and I recommend that you add it to Program IX.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
C. H. Maison
L. H. Young
R. D. Asburry

RLP:ms bg

RECEIVED
JUN 28 1965
FOR FILING
F-13[illegible]7
[illegible]72

Salem, Oregon 97310
June 25, 1965

Mr. F. D. Morgan
Construction Engineer
BUILDING

Mr. Walter Grove
Route 2, Box 404
Astoria, Telephone 458-2211

Reference is made to Mr. Gerald Wimer's letter dated June 22 concerning a parcel of property located immediately west of the westerly proposed connection for the Svensen location.

We believe that we should purchase this property inasmuch as all our projects for this area indicate that it will be needed for the next extension of the Lower Columbia River Highway westerly towards Astoria.

Please, therefore, prepare suitable descriptions after you have made an approximation of the necessary right-of-way needed and forward to the Right of Way Department for negotiation. If it is impossible to reach a negotiated price with Mr. Grove, please advise me, and I will instruct you how to proceed.

In the meantime, please have someone contact Mr. Grove and advise him that we are proceeding in this manner.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosures

cc: Mr. Forrest Cooper

F-135(7)

C772

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 22, 1965

SUBJECT: Walter Greve
Route 2, Box 404
Astoria, - Telephone 458-2211

To: Mr. F. D. Morgan
Construction Engineer
D E P A R T M E N T

At the instruction of Assistant State Highway Engineer Fred Klabee, Walter Grove was contacted yesterday. His property lies between Stations 328 and 333 just westerly of the Svensen Unit of the Columbia River Highway.

The location of his building to the projected tangent is shown on the enclosed sketch. Also enclosed is an aerial map with the buildings not correctly shown, but which shows some of the thinking for a possible location to the west.

At present Weber is working entirely easterly of Station 345 except enough data was obtained westerly of this station and onto Grove's property to establish this tangent. Upon completion of the Svensen Unit he was to recommence his survey work in the Tongue Point and John Day River area. The location at John Day River needs to be established before a determination of our needs at Grove's property can be made.

Mr. Grove is well aware of our usual advise to local landowners that they should proceed with the use, occupancy and improvement of their land just as though we were not contemplating improvement in the area. He is also reluctant to expend the efforts of improving the older, larger building on the northerly portion of his property if the work will subsequently need redoing. In fact, he doesn't want us to take any of the land. But, if we are going to, he wants to know now. He can see, and I confirmed that if we follow the presently proposed tangent, this building in question will need to be taken unless it was purposely avoided by moving the curve to the west into the hill which is diametrically opposite of what should be done.

Mr. Grove put a new roof on this building last year and applied for a loan to put a new foundation and make other improvements this year. It was Erling Orwich, President of the Astoria Branch of the First National Bank with whom he applied, not Grove who contacted State Senator Dan Thiel concerning our intentions.

I would recommend all three be advised that likely the building will be needed, but that our survey has not progressed to the point of being able to acquire right of way. When it is, we will negotiate.

E

In the meantime, for him to make full use of his property and we will base our purchase price on the improvements on the needed need right of way at the time of taking. He calls this "a waste of taxpayer's money."

The alternate is to break into the planned and logical survey schedule to determine and acquire our needs from Grove at this time. Klaboe apparently prefers this alternate. Would you please forward this report to him so he can make the necessary answers. If we are to change our schedule, please advise.

R. D. Asburry
Division Engineer

By

Gerald Wimer
Assistant Division Engineer

GW:cp
Enclosure
cc: Mr. Loren Weber

LSF-2(2) Columbia River (Astoria) 1966
Br. App. Sec., Oregon Coast Hwy.
#6774 (Roadside improvement)

RECEIVED
FEB 3 - 1967

LCF-2(c)
6774

February 3, 1967

U.S. Fidelity and Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6774 awarded to All-City Tree and Landscape Service for roadside improvement on the Columbia River (Astoria) Bridge Approach of the Oregon Coast Highway in Clatsop County was completed on July 9, 1966, and accepted by the Highway Commission on February 2, 1967.

Final payment in the amount of $2,553.45 will be released to the contractor after February 10, 1967. The total contract amount is $44,036.48 and $80.13 is included for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc All-City Tree and Landscape Service
29 N.E. 148th Avenue
Portland, Oregon 97230

L.N. Young
C.H. Malsen
Attn: John Herr

RECEIVED
FEB 2 - 1967

1 SF 2 (3)

6-174

February 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed July 9, 1966, on Contract No. 6774. The contract was with All-City Tree and Landscaping Service and was for roadside improvement on the Columbia River (Astoria) Bridge Approach Section of the Oregon Coast Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 2, 1967, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. E. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

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JAN 27 1967
FOR FILING

FORM E-183X 60M 4-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

LSF-2(2)

6774

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 20, 1967

RECEIVED
JAN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on December 1, 1966, on Contract No. 6774, Columbia River (Astoria) Dr. Approach Section, in Clatsop County, in connection with Federal-Aid Project No. LSF-2(2).

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 1-25-67

Conditions noted on above date:

None

GKH

A. W. Parsons
Division Engineer

By: T. Dec
Engineering Coordinator

Young
1-27-67

FORM C-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Columbia River (Astoria) Bridge Approach		WEEK ENDING: July 16, 1966
		SECTION PREFIX: 4-0901
HIGHWAY: U.S. 101, Oregon Coast		COUNTY: Clatsop
NAME OF JOB: Columbia River (Astoria) Br. Approach	KIND OF WORK: Roadside Improvement	
CONTRACTOR: All City Tree and Landscape Service	CONTRACT NUMBER: 6774	FEDERAL AID PROJECT NUMBER: LSF-2(2)
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: April 11, 1966	ESTIMATED COMPLETION DATE: July 10, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: -- SUPERVISION: --	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 90
PROJECT AUTHORIZATION: $ 48,668.56	SPECIFIED COMPLETION DATE: July 10, 1966	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 45,207.69	ENGINEERING AUTHORIZATION $ 3,460.87	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 46,350.00	ENGINEERING COST TO DATE $ 2,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%
ESTIMATED PERCENT: OVERRUN UNDERRUN 2.5 %	PERCENT OF AUTHORIZATION 61 %	DATE PROJECT WAS COMPLETED: 7-9-66 except establishment

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER		WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy, warm		Morgan	11	Routing
MONDAY	"	"	Decker		
TUESDAY	"	"	Bond	3	
WEDNESDAY	"	"	Barbee		
THURSDAY	"	"	Walker		
FRIDAY	"	"	Glenn		
SATURDAY	"	"	Swan		

RECEIVED
JUL 19 1966
CONSTRUCTION
DIVISION

RECEIVED
JUL 13 1966
DIVISION ENGINEER

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

7-10 SUNDAY	Beginning of establishment period. No activity.
7-11 MONDAY	No activity on project. Work complete except for establishment period.
7-12 TUESDAY	Contractor on job doing watering and establishment work.
7-13 WEDNESDAY	Field inspection of job by Mr. G.W. Wimer, Asst. Div. Engr., Mr. Hossner, B.P.R., and Mr. Svinth, Landscape Div. in Salem, R.W. Ellison, Proj. Br. Engr., and contractor. Inspection team happy with job as whole and will return after establishment period for final inspection.
7-14 THURSDAY	No activity on project.
7-15 FRIDAY	No activity on project.
7-16 SATURDAY	No activity on project.

REMARKS

Job complete except for establishment period.

SIGNED R.O. Cunningham Proj. Br. Engr. LOCATION Astoria

R.O. Cunningham

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 9-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-102		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
7 #6774	4-18-66	Clatsop
		PROJECT NO.
		LSF-2(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia River (Astoria) Bridge Approach Section, Oregon Coast Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	2-2-66	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	2-16-66	0.00
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS Pro Rata 100 %
$ 45,884	$ 45,884.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1966

Oregon State Highway Department

Federal-Aid
Project No. LSF-2(2)

COLUMBIA RIVER (ASTORIA) BRIDGE APPROACH ON THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

Project Agreement Estimate.

Salem, Oregon, April 7, 1966

Type Code P.E.

Preliminary Engineering	All Required		$ 2,600.00

Type Code Y005
Roadside Improvement (Sta. 314+75 to Sta. 345+50) (Contract No. 6774)

Demolition of Buildings	All Required		$ 4,000.00
Furnishing and Placing Topsoil	2,385 cu.yd.	$ 3.00	7,155.00
Tractor and Dozer	40 hour	18.00	720.00
Furnishing and Planting Trees	159 only	9.70	1,542.30
Furnishing and Planting Shrubs	4,130 only	4.00	8,520.00
Furnishing and Planting Vines, Ivy	28,000 only	0.30	8,580.00
Furnishing and Planting Vines, Bearberry (Hybrid)	620 only	0.65	403.00
Furnishing and Planting Vines, Lowe Creeper	10 only	4.60	46.00
Transplanting Holly Trees	40 only	3.00	120.00
Inorganic Fertilizer, 10-10-8	12 cwt.	6.40	76.80
Organic Fertilizer, 5-3-2	36 cwt.	6.00	216.00
Manure Fertilizer	45 cu.yd.	6.50	294.50
Mulch	217 unit	20.00	4,340.00
1/4-inch Water Pipe	330 lin.ft.	0.40	132.00
3/4-inch Water Pipe	290 lin.ft.	0.42	121.80
1-inch Water Pipe	930 lin.ft.	0.60	558.00
1 1/4-inch Water Pipe	920 lin.ft.	0.72	662.40
1 1/2-inch Water Pipe	280 lin.ft.	0.75	210.00
2-inch Water Pipe	730 lin.ft.	0.96	700.80
1/2-inch Steel Water Pipe	190 lin.ft.	0.60	114.00
3/4-inch Steel Water Pipe	43 lin.ft.	0.70	30.10
1-inch Gate Valve	1 only	14.00	14.00
1 1/4-inch Manual Section Valves	4 only	20.00	80.00
1 1/2-inch Manual Section Valves	3 only	24.00	72.00
3/4-inch Quick-Coupling Hose Valves	43 only	4.25	182.75
1/2-inch Manual Drain Valves	15 only	6.00	90.00
Shrubbery Sprinkler Heads	100 only	2.05	205.00
			$39,164.45

Flagging	All Required		$ 100.00
Water Meter	All Required		85.00
			$ 185.00

	$39,349.45
10% Engr. & Cont.	3,934.55
Subtotal	$43,284.00
Total	$45,884.00

Length of Project - - - - 0.00 Miles

Federal Funds - $45,884.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 549, Laws 1939.
State Funds for Maint.: Chap. 549, Laws 1939.

1966 Federal year funds appropriation code 666

COLUMBIA RIVER (ASTORIA) BRIDGE APPROACH

STATE WORK

Furnishing and Placing Topsoil	35 cu.yd.	$ 3.00	$ 105.00
Lawn Construction	0.04 acre	2400.00	96.00
Furnishing and Planting Trees	1 only	9.70	9.70
Furnishing and Planting Shrubs	470 only	4.00	1,880.00
Furnishing and Planting Vines, Bearberry Cotoneaster	45 only	2.35	105.75
Inorganic Fertilizer, 10-16-8	3 cwt.	6.40	19.20
Manure Fertilizer	10 cu.yd.	6.50	65.00
Mulch	3 cu.yd.	20.00	60.00
3/4-inch Water Pipe	110 lin.ft.	0.42	46.20
3/4-inch Steel Water Pipe	7 lin.ft.	0.70	4.90
3/4-inch Quick-Coupling Hose Valves	7 only	4.25	29.75
Portable Sprinklers	6 only	16.50	99.00
Rubber Hose	6 only	13.50	81.00
			$ 2,601.50
Concrete Walks	All Required		$ 1,110.00
Concrete Pipe Planters	All Required		200.00
			$ 1,300.00
	Total		$ 3,911.50

FORM S-20 DOH 5-58 SP*6470-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1966

SUBJECT: Columbia River (Astoria)
Bridge Approach
Roadside Improvement

To: Mr. Richard N. Chase
Federal Aid Engineer
Office Engineering Division
BUILDING

L

This confirms my verbal conversation with you that approval for transplanting forty State furnished Hollies from State property to the subject project was obtained from Mr. Glenn K. Hossner, Bureau of Public Roads.

E. A. Meola
Assistant Landscape Engineer

RECEIVED
FEB 17 1966
OFFICE ENGINEERING
DIVISION

NOTED
R. N CHASE

Oregon State Highway Department

Federal-Aid
Project No. I-5F-2(2)

COLUMBIA RIVER (ASTORIA) BRIDGE APPROACH ON THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

Revised P.S. & E. Estimate.

Salem, Oregon, February 14, 1966

Type Code P.E.			
Preliminary Engineering	All Required		$ 2,600.00
Type Code Y005			
Roadside Improvement (Sta. 314+75 to Sta. 345+50)			
Demolition of Buildings	All Required		$ 7,500.00
Furnishing and Placing Topsoil	2,385 cu.yd.	$ 4.50	10,732.50
Tractor and Dozer	40 hour	15.00	600.00
Furnishing and Planting Trees	159 only	12.00	1,908.00
Furnishing and Planting Shrubs	2,130 only	3.75	7,987.50
Furnishing and Planting Vines, Ivy	28,600 only	0.40	11,440.00
Furnishing and Planting Vines, Bearberry (Hybrid)	620 only	0.40	248.00
Furnishing and Planting Vines, Lows Creeper	10 only	2.00	20.00
Transplanting Holly Trees	40 only	4.50	180.00
Inorganic Fertilizer, 10-16-8	12 cwt.	6.00	72.00
Organic Fertilizer, 5-3-2	36 cwt.	6.00	216.00
Manure Fertilizer	45 cu.yd.	5.00	225.00
Mulch	217 ~~cu.yd.~~ Unit	20.00	4,340.00
1/2-inch Water Pipe	330 lin.ft.	0.40	132.00
3/4-inch Water Pipe	290 lin.ft.	0.48	139.20
1-inch Water Pipe	930 lin.ft.	0.65	604.50
1 1/4-inch Water Pipe	920 lin.ft.	0.75	690.00
1 1/2-inch Water Pipe	280 lin.ft.	0.82	229.60
2-inch Water Pipe	730 lin.ft.	1.10	803.00
1/2-inch Steel Water Pipe	190 lin.ft.	0.45	85.50
3/4-inch Steel Water Pipe	43 lin.ft.	0.55	23.65
1-inch Gate Valve	1 only	20.00	20.00
1 1/4-inch Manual Section Valves	4 only	20.00	80.00
1 1/2-inch Manual Section Valves	3 only	25.00	75.00
3/4-inch Quick-Coupling Hose Valves	43 only	9.50	408.50
1/2-inch Manual Drain Valves	15 only	7.00	105.00
Shrubbery Sprinkler Heads	100 only	3.00	300.00
			$49,164.95
Flagging	All Required		$ 100.00
Water Meter	All Required		85.00
			$ 185.00
			$49,349.95
	10% Engr. & Cont.		$ 4,934.05
	Subtotal		$54,284.00
	Total		$56,884.00

Length of project - - - - - 0.00 Miles

Federal Funds - $56,884.00

COLUMBIA RIVER (ASTORIA) BRIDGE APPROACH

STATE WORK

Furnishing and Placing Topsoil	35 cu.yd.	$ 4.50	$ 157.50
Lawn Construction	0.04 acre	2,000.00	80.00
Furnishing and Planting Trees	1 only	12.00	12.00
Furnishing and Planting Shrubs	470 only	3.75	1,762.50
Furnishing and Planting Vines, Bearberry Cotoneaster	45 only	2.00	90.00
Inorganic Fertiliser, 10-16-8	3 cwt.	6.00	18.00
Manure Fertiliser	10 cu.yd.	5.00	50.00
Mulch	3 cu.yd.	20.00	60.00
3/4-inch Water Pipe	110 lin.ft.	0.48	52.80
3/4-inch Steel Water Pipe	7 lin.ft.	0.55	3.85
3/4-inch Quick-Coupling Hose Valves	7 only	9.50	66.50
Portable Sprinklers	6 only	25.00	150.00
Rubber Hose	6 only	32.00	192.00
			$2,695.15
Concrete Walks	All Required		$1,110.00
Concrete Pipe Planters	All Required		200.00
			$1,300.00
	Total		$3,995.15

Oregon State Highway Department

Federal-Aid
Project No. LSF-2(2)

COLUMBIA RIVER (ASTORIA) BRIDGE APPROACH ON THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

P.S. & E. Estimate.

Salem, Oregon, February 3, 1966

Type Code P.E.

Preliminary Engineering	All Required		$ 2,600.00

Type Code Y005
Roadside Improvement (Sta. 314+75 to Sta. 345+50)

Demolition of Buildings	All Required		$ 7,500.00
Furnishing and Placing Topsoil	2,385 cu.yd.	$ 4.50	10,732.50
Tractor and Dozer	40 hour	15.00	600.00
Furnishing and Planting Trees	159 only	12.00	1,908.00
Furnishing and Planting Shrubs	2,130 only	3.75	7,987.50
Furnishing and Planting Vines, Ivy	28,600 only	0.40	11,440.00
Furnishing and Planting Vines, Bearberry (Hybrid)	620 only	0.40	248.00
Furnishing and Planting Vines, Lowa Creeper	10 only	2.00	20.00
State Furnishing and Planting Vines, Bearberry Cotoneaster	45 only	2.00	90.00
Transplanting Holly Trees	40 cwt. only	4.50	180.00
Inorganic Fertilizer, 10-16-8	12 cwt.	6.00	72.00
Organic Fertilizer, 5-3-2	36 cwt.	6.00	216.00
Manure Fertilizer	45 cwt.	5.00	225.00
Mulch	217 cu.yd.	20.00	4,340.00
1/2-inch Water Pipe	330 lin.ft.	0.40	132.00
3/4-inch Water Pipe	290 lin.ft.	0.48	139.20
1-inch Water Pipe	930 lin.ft.	0.65	604.50
1 1/4-inch Water Pipe	920 lin.ft.	0.75	690.00
1 1/2-inch Water Pipe	280 lin.ft.	0.82	229.60
2-inch Water Pipe	730 lin.ft.	1.10	803.00
1/2-inch Steel Water Pipe	190 lin.ft.	0.45	85.50
3/4-inch Steel Water Pipe	43 lin.ft.	0.55	23.65
1-inch Steel Water Pipe	1 only	20.00	20.00
1 1/4-inch Steel Water Pipe	4 only	20.00	80.00
1 1/2-inch Manual Section Valves	3 only	25.00	75.00
3/4-inch Quick-Coupling Hose Valves	43 only	9.50	408.50
1/2-inch Manual Drain Valves	15 only	7.00	105.00
Shrubbery Sprinkler Heads	100 only	3.00	300.00
			$49,254.95

Flagging	All Required		$ 100.00
Water Meter	All Required		85.00
			$ 185.00

Subtotal	$49,439.95
10% Engr. & Cont.	4,943.05
Total	$54,383.00

Length of Project - - - 0.00 Miles

Federal Funds - $56,983.00

COLUMBIA RIVER (ASTORIA) BRIDGE APPROACH

STATE WORK

Furnishing and Placing Topsoil	35 cu.yd.	$ 4.50	$ 157.50
Lawn Construction	0.04 acre	2,000.00	80.00
Furnishing and Planting Trees	1 only	12.00	12.00
Furnishing and Planting Shrubs	470 only	3.75	1,762.50
Inorganic Fertilizer, 10-16-8	3 cwt.	6.00	18.00
Manure Fertilizer	10 cwt.	5.00	50.00
Mulch	3 cu.yd.	20.00	60.00
3/4-inch Water Pipe	110 lin.ft.	0.48	52.80
3/4-inch Steel Water Pipe	7 lin.ft.	0.55	3.85
3/4-inch Quick-Coupling Hose Valves	7 only	9.50	66.50
Portable Sprinklers	6 only	25.00	150.00
Rubber Hose	6 only	32.00	192.00
			$2,605.15
Concrete Walks	All Required		$1,110.00
Concrete Pipe Planters	All Required		200.00
			$1,300.00
	Total		$3,905.15

RECEIVED
APR 5 - 1966

LSF-2(2)

Form CO-121 (11-63) (Prea. by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

KLAMOE

6774

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 30, 1966

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project LSF-2(2)
Columbia River (Astoria) Bridge Approach Section
Landscaping and Scenic Enhancement

As requested in Mr. Young's letter of March 28, 1966 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of March 23, 1966 in the award of contract No. 6774 to All-City Tree and Landscape Service, of Portland, Oregon, low bidder in the amount of $41,765.95 at the March 10, 1966 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.
4-5-66

RECEIVED
APR 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 28 1966
FOR FILING
(2)
6774

March 28, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of March 14, 1966, is requested in the award of contract for the Columbia River (Astoria) Bridge Approach Section, Project No. LSF-2(2).

The contractor receiving the award is All-City Tree and Landscape Service of Portland in the amount of $41,765.95 with the contract No. 6774 assigned. This bid was received on March 10, 1966 and awarded March 23, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

RECEIVED
FEB 24 1966
FOR FILE

Form CD-121 (11-63) (Proc. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

KLAMOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 16, 1966

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project LSF-2(2)
Columbia River (Astoria) Bridge Approach
Landscaping and Scenic Enhancement

REFERRED TO
By Asst. State Hwy. Engr.
2-24-66

P. S. & E. documents for subject project have been reviewed and are hereby approved concurrently with Mr. Young's February 3, 1966 request for approval of an individual project program change (PR-9) adding landscaping to the P.E. project. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for occupancy and contractor's use, with relocation advisory assistance unnecessary, and no utility adjustments involved, as indicated in Mr. Moehring's and Mr. Litchfield's February 3 and February 14, 1966 reports.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	January 1966
Division II - Part 1 - Earthwork	January 1966
Division II - Part 7 - Incidentals	January 1966

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

You are authorized to proceed with contractor's flagging included in your estimate in the amount of $100.

Mr. Young's February 14, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest. Clearance by the Game Commission has not been received. Prior to bid opening date, you should advise this office of any clearance received or withdraw the project from the letting.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 4 - 1966
FOR FILING
NF-2(3)
6774

February 3, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

We are submitting in accordance with PM 21-11-65 Program and P.3.4 E. documents for the following Landscaping and Scenic Enhancement Project for your simultaneous approval.

Columbia River (Astoria) Bridge Approach
Project No. NF-2(2)

1. PR-9 Forms adding landscaping to the "Character of Proposed Work" and increasing the project cost to reflect the additional work.

2. Project estimate, reduced plans and specifications.

We intend to receive bids for this project at the March 10, 1966, bid opening. Necessary status reports and certifications will be included in our normal letter requesting authorization to advertise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosures

DAR:ia

RECEIVED
FEB 8 - 1966
FOR FILING

Form CD-121 (11-63) (Prcs. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Lt 6 KSF-2(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 2, 1966

In reply refer to: 08-35.EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

SUBJECT: Oregon Landscape and Scenic Enhancement Program
Highway Beautification Act of 1965

Mr. Young's December 13, December 14, December 17, and January 3 letters requested inclusion of the following projects in the subject program. The action taken by this office on each item is noted below:

Item	Project	Location	Work	Action
9	LSI-5-1(1)	Wall Creek Section	ROW	Deferred
12	LSF-23(1)	Van Duzer Corridor	ROW	Under study
14	LSF-2(2)	Astoria Approach to Bridge	PE-Const.	Approved & PE Authorized
17	LSF-2(3)	Otter Point Section	ROW	Deferred
18	LSF-2(4)	Hubbard Creek Section	ROW	Approved & ROW Authorized
19	LSF-2(5)	Sea Lion Caves Section	ROW	Approved & ROW Authorized
20	LSS-263(1)	Sunset Bay Section	ROW	Deferred

Items 10, 11, 13, 15 and 16 were previously covered by our January 6, January 14 and December 28 memorandums respectively.

Item 9, LSI-5-1(1), Wall Creek Section was commented upon in our January 4 memorandum, and subsequently answered by Mr. Moehring's January 25 letter. We have reviewed this request in the field and have considered Mr. Moehring's reply to our January 4 memorandum. It is our opinion that acquisition of this scenic strip under the recent issue of PPM 21-4.6 that it is not in conformance with the intent of the Act and therefore we are deferring approval of this item. We suggest further study be made of this area and this item possibly reconsidered in next fiscal years program with further justification.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Item 12, LSF-23(1), Van Duzer Corridor Section was commented upon by our January 17 memorandum and subsequently answered by your January 28 letter. This project is still under investigation and study by this office and will be the subject of a separate memorandum.

Item 14, LSF-2(2), Astoria Approach to the Astoria Bridge Section, has been changed to eliminate the construction phase in accordance with our January 12 memorandum. Program approval and authorization to proceed with all phases of Preliminary Engineering including preparation of construction plans (P.S. & E.) is effective this date.

Item 17, LSF-2(3), Otter Point Section appears to be a rest and overlook area and is deferred pending additional support including data with regard to paragraph 6d of PPM 21-4.6 outlining the future development planned and paragraph 6g illustrating why this third priority project should be elevated above other projects for inclusion in this fiscal years program. In your further justification of this project you should be guided by paragraph 7a and particularily subparagraph (4) as well as furnishing general information regarding the extensive long range program limited to the Coast Highway which apparently is being initiated by this project.

We require a fee appraisal of all parcels involved in these scenic strips which should be accomplished by an appraiser of recognized experience in valuing parcels of this type. Submission of a right-of-way map is also required when available.

Item 18, LSF-2(4), Hubbard Creek Section was discussed with Mr. Astrup on January 28 with regard to a centerline shown on the sketch map that would indicate use of proposed scenic strip for reloaction of the highway. It is our understanding that the centerline shown was an old alternate and no new development is planned within the foreseeable future, therefore this item is approved and you are authorized to proceed with all phases of right of way effective this date. Our comments in the second paragraph under Item 17 pertain to this project also.

Item 19, LSF-2(5), Sea Lion Caves-Berry Creek Section is approved and authorization to proceed with all phases of right of way acquisition is granted effective this date. Our comments of the second paragraph under Item 17 pertain to this project also.

(more)

February 2, 1966

Item 20, LSS-263(1), Sunset Bay Section is deferred pending further justification with regard to the priority status of this apparent State Park addition on a FAS Route. We draw to your attention paragraph 6h of the PPM which mentions holding acquisition for rest and recreation areas to a minimum.

Following the advice of the PPM and former correspondence we again stress the highest priority of these funds should be for the acquisition of interests in strips of lands adjacent to the Interstate system, second priority for the Primary system (excluding Interstate). Furthermore projects should be selected in an orderly sequence that first will preserve exhisting scenic beauty, second will permit the improvement, restoration or enhancement of the strip, and third to make available supplemental areas to provide rest and recreation areas.

IM 21-11-65 (November 4, 1965) provides for the protection of landscaping and scenic enhancement fund lapsing only by our authorization of the work. Therefore, you are reminded that to assure full use of the funds allocated you should submit all program and other documents promptly. Please note that these funds allocated to any State cannot be reallocated to any other State, as is the case with Outdoor Advertising and Junkyard Control funds.

This program and authorization action provides for a total estimated cost of $152,600 for Items 14, 18 and 19, all of which is reserved as Landscape and Scenic enhancement Federal funds. According to our records of this date you have a total of $310,542 reserved and $685,550 remaining of your $996,092 total allocation for fiscal 1966 of these funds.

RECEIVED
FEB 3 1966
OFFICE OF
HIGHWAY ENGINEER

RECEIVED
JAN 5 - 1966
FOR FILING
LSF-2(2)
6774

December 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one landscaping project, Item 14, Project LSF-2(2), Astoria Bridge Approach Section, which we desire to have included in the Landscaping and Scenic enhancement Program as provided under the "Highway Beautification Act of 1965".

We request your authorization to proceed with the Preliminary Engineering including PS & E preparation.

We are enclosing a sketch showing the proposed areas to be landscaped and the decrepit buildings which must be removed. The proposed project is for the beautification of the approach area, including several unsightly areas adjacent to the approach structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

Encl.

RNC:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PRO

(PPM 21-1

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

idge (65)	ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME	STATE CODE (2)(3)	APPN CODE (4)(9)	ITEM NO. (14)(18)
				85	08	Oregon	35	666	14

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO. 13	I. Projects Only POST MI. (24)(26)	DESIG. 27
					LSF-	2(2)			

COUNTY NAME: Clatsop — CODE (14)(16): 007

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: P 2 (32) — FEDERAL-AID — STATE (36)(37) — U.S. 101 (41)

MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.00	2,600	2,600			PE incl PS & E prep. Planting trees, shrubs, vines, lawn construction incl. topsoil, irrigation system and removal of decrepit structures.
0.00	52,500	52,500			ROW - 85' normal; Access control - partial; Parking restrictions - partial.
0.00	55,100	55,100			

ESTIMATED PROJECT COST BY PHASES

(16) (23) (24) (33)

REMARKS

Additional Data - Item 446, Project F-115(20).

This project is in accordance with the "Highway Beautification Act of 1965".

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
DEC 20 1965
FOR FILING

FORM S-80X—60M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 17, 1965

To: Mr. R. D. Asburry
Division Engineer

Building

SUBJECT: Landscaping
Astoria Office Building &
Astoria Approach Interstate Bridge
In Astoria

F. B. KLABOE
NOTED

Pursuant to your letter request of November 29, estimates of the subject project have been prepared.

The estimate for the Office Building is $3,500 based on the cost of an underground irrigation system and planting around the building and in the parking strip along Marine Drive.

All other improvement work incidental to the road construction project is estimated to be $52,500, itemized in the attached compilation. It is proposed to program this project under the provisions of the Highway Beautification Act of 1965, thus no State contribution will be required. We will endeavor to complete plans and schedule this project for the March letting.

F. D. Horgan

F. D. Horgan
Construction Engineer

encl.

cc: F. B. Klaboe ✓
Mark H. Astrup

RECEIVED
DEC 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

COST ESTIMATE - HIGHWAY SECTION

ASTORIA BRIDGE SECTION

December 17, 1965

Topsoil 2300 + 500 = 2800 c.y. at $5.00		$ 14,000
Ground Cover (Ivy) 11,500 plants at $0,50		5,750
Shrubs 635 plants at $4.00		2,540
Trees 55 plants at 12.00		660
Raze 3 houses, 1 garage		7,500
Clearing & Grubbing, lump sum		1,200
Grading (Equipment Rental) 40 hrs. at 15.00		600
Water system (Alemada) Snap valves		450
Water system north of Marine Dr.		5,000
Planting north of Marine Dr.		9,000
		46,700
12½% Engineering		5,837
		$52,500
State Highway Office Bldg.		3,530

FORM S-302—60M—1-60 SP°19102-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 29, 1965

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

SUBJECT: Landscaping
Astoria Office Building and
Astoria Approach Interstate Bridge
In Astoria

It has been proposed to let a contract to landscape the subject projects. In this vein, will you please have the Landscape Department prepare plans and estimate covering this work. Would like to have this estimate broken into two parts, one being all of the area northerly of Marine Drive and the other being all of the area southerly of Marine Drive, including as well as our normal right of way the adjacent area that we own and excluding Lots 36, 37 and 38 of Block 3 and Lots 16 and 17 of Block 4. It is tentatively planned to hold these parcels and sell at a later date.

The buildings located on Lot 13, Block 4, and Lots 43 and 44 of Block 3 will have to be demolished. Would like to have this cost included in the estimate.

Our ownership in this area is shown on Right of Way Map 8B-24-17.

R. D. Asbury
R. D. Asbury
Division Engineer

RDA:sma
cc A. A. Bear
R. W. Ellison
Jess Barton

Routing

Morgan — Mansfield
Bear — Trout
Bond — Scott
Barbee — Wilson
Walker — Litchfield
Glenn — Oliver
Swan

RECEIVED
DEC 1 1965
CONSTRUCTION
DIVISION

308-1706 Port Orford (Arizona & 14th Sts.) Sec. City Street (Grading & Paving) 1966

6775

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date March 2, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1965

Contract # 6775 Prefix 308-1706 Survey Prefix 308-1495

Street Arizona and Fourteenth Streets

City Port Orford

Payments to Contractor..(See attached voucher.)	$ 13,390.58
Engineering and Contingencies.....	1,643.81
Survey... Total: $1,612.99 City's Pro-rata Share.....	---
TOTAL.....	$ 15,034.39
Agreed State Share	15,034.39
Agreed City Share	$ ---
City Advance Deposit	$ ---

Reference: Outside Billing none

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63) ®

COUNTY: CURRY

CONTRACT NO.: 6775

ESTIMATE NO.: 3 Fi

HIGHWAY: CITY ST

FEDERAL AID PROJECT NO.:

SECTION: PORT ORFORD /ARIZONA & 14TH ST/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.7500	423.5
002	WATERING		M GALS	7.0000	24.0
003	STONE SUBBASE		CU YDS	2.8500	852.0
004	3/4IN-0 MATL IN STONE	LEVELING COURSE	CU YDS	8.5000	288.0
005	CLASS B ASPHALT	CONCRETE	TONS	15.0000	510.3
	PRICE AGREEMENT ITEMS				
30101	COMPACTION PENALTY CLASS		LUMP SUM	50.0000	1.0

DATE: 08/19/66 6775

PREVIOUS VOUCHER NO.: 1711

CHECKED BY: CP/ds

ENGINEER OR AUDITOR: J. E. Holland

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	6775	3 Final	308 1706 201 (41) 38.62 Cr. 308 1706 204 (41) 778.00 Dr.
	FEDERAL AID PROJECT NO.		
/ARIZONA & 14TH ST/			

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	CU YDS	1.7500	423.500	741.13	735.00	6.13
	M GALS	7.0000	24.000	168.00	168.00	
	CU YDS	2.8500	852.000	2,428.20	2,428.20	
RSE	CU YDS	8.5000	288.000	2,448.00	2,448.00	
	TONS	15.0000	510.350	7,655.25	7,650.00	5.25
	LUMP SUM	50.0000	1.000-	50.00-		50.00-
	TOTAL CONTRACT ITEMS			13,390.58	13,429.20	38.62-
	% RETAINED ON CONTRACT ITEMS				778.00	778.00
	FORCE ACCOUNT					
	TOTAL PAYMENTS			13,390.58	12,651.20	739.38

RECEIVED
AUG 31 1966
FOR FILING

308-1706

6775

August 31, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6775 awarded to G. W. Woodward, Inc., for grading and paving on Arizona and 14th Streets in Port Orford in Curry County was completed on June 30, 1966, and accepted by the Highway Commission on August 30, 1966.

Final payment in the amount of $739.38 will be released to the contractor after September 8, 1966. The total contract amount is $13,390.58 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc G. W. Woodward, Inc.
Highway 42
Coquille, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 30 1966
FOR FILING
308-17C6
6775

August 30, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 30, 1966, on Contract No. 6775. The contract was with G. W. Woodward, Inc. and was for grading and paving of Arizona and 14th Streets in the city of Port Orford in Curry County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 30, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Port Orford (Arizona & 14th Str.)		WEEK ENDING: July 29, 1966
		SECTION PREFIX: 308*1706
HIGHWAY: City Street		COUNTY: Curry
NAME OF JOB: Port Orford (Arizona & 14 th Str.)	KIND OF WORK: Grading & Paving	
CONTRACTOR: G. W. Woodward, Inc.	CONTRACT NUMBER: 6775	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: May 25, 1966	ESTIMATED COMPLETION DATE: June 30, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 75	CALENDAR DAYS USED: 75
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 17,505.00		
EXCLUSIVE OF ENGINEERING: $ 16,260.20	ENGINEERING AUTHORIZATION: $ 1,244.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 14,671.38	ENGINEERING COST TO DATE: $ 1,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 83.8
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 7.5 %	PERCENT OF AUTHORIZATION: 120.5 %	DATE PROJECT WAS COMPLETED: June 30, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,000	1,260			560
TOTAL QUANTITIES CORRECTED TO DATE	420	1,140			~~560~~ 510
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	420	1,140			510
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project Completed (Last weekly report.)
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Morgan ///
Decker
Bond R
Barbee
Walker W
Glenn
Swan

Pease E
Merrylock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 1 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed June 30, 1966

This the last weekly report.

Semi-final Mailed July 29, 1966

SIGNED J. E. Holland LOCATION Bandon , Oregon

J. E. Holland, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP1781A

SCA

Loraine Haines
Recorder
Ruth Wahl
Treasurer
Frank M. Morris
Public Works Supt.
Harold P. Hight
Chief of Police

Board of Aldermen
George Hahn
Blaine Marsh
Herbert Thage
Orris Smith
Frank St. Clair
Adolph Windmaiser

City of Port Orford, Oregon

97465

Lloyd W. Bates
Mayor

July 11, 1966

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Oregon State Highway Dept.
Att: J.E.Holland
Box 556, Bandon, Oregon

Re: 308-1706

NOTED
P. B. Arensmeier

Dear Mr. Holland;

Mayor Lloyd Bates requested that you be advised that the City of Port Orford had accepted the Paving and Grading that was done under State Contract #6775.

City of Port Orford
Ruth W Wahl
Ruth W. Wahl, Clerk

NOTED
HAROLD
REYNOLDSON

RECEIVED
AUG 3 - 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED

NOTED
DON HARWELL

RECEIVED
MAR 28 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

208-170
L 11

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. NONDE
CHIEF COUNSEL

March 23, 1966

G. Woodward, Inc.
Highway 42, Box 458
Coquille, Oregon

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6775 for the following project:

Grading and paving on Arizona and 14th streets in Port Orford, Curry County

This award was based on your bid of $15,360.00 which was submitted to the Commission on March 10, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

NOTED
H. S. COX

March 10, 1966

Hon. Lloyd Bates
The Mayor
City Hall
Port Orford, Oregon

Dear Sir:

On March 10, the State Highway Commission opened bids on the Special City Allotment project on 14th and Arizona Streets in Port Orford. The low (and only) bid was submitted by G. W. Woodward of Coquille and the anticipated cost based on the bid is as follows:

Contractor's bid	$15,560.00
Engineering & contingencies (12-1/2%)	1,945.00
TOTAL ANTICIPATED COST.....	$17,505.00

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

NOTED
DON HARWELL

RU:mm

PORT ORFORD (ARIZONA AND 14TH STS.) SECTION

CITY STREETS

CURRY COUNTY

State Project
0.26 Mi. Grading and Paving

Bids Received March 10, 1966

1.	1,000 cu.yd.	General Excavation, Unclassified	1.75	$ 1.50	$	1,500.00
2.	50 M-gal.	Watering	7.00	4.00		200.00
3.	1,000 cu.yd.	Stone Subbase	2.85	3.50		3,500.00
4.	260 cu.yd.	3/4" - 0 Material in Stone Leveling Course	8.50	8.00		2,080.00
5.	560 ton	Class "B" Asphalt Concrete	15.00	15.00		8,400.00
				For Comparison of Bids	$	15,680.00 15,560.00

1568
p 248.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$15,680.00	15,560.00
Anticipated Additional Items:		
None	-	-
	$15,680.00	$ 15,560.00
Engr. & Cont. (12½%)	1,960.00	1,945.00
Estimated Net Authorization, Constr.	$17,640.00	$ 17,505.00

15,560
.125
77800
31120
15560
1945.000

G.W. Woodward
Coquille.

RECEIVED
SEP 27 1965
FOR FILING

308-1706

6775

MISC. CONTRACTS and
AGREEMENTS No. 2888

September 3, 1965

Loraine Haines
City Recorder
City of Port Orford
Port Orford, Oregon

Dear Madam:

We are enclosing for your records a fully executed copy of an agreement covering the Special City Allotment Project on 14th & Arizona Streets in Port Orford.

A copy of this agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

bcc: H. S. Cox
Attn: Don Harwell
(Conformed copy)

AUG 20 1965
FOR FILING
68-1706
6775

105

August 18, 1965

The Honorable Lloyd Bates
Mayor
City of Fort Orford
Fort Orford, Oregon

Dear Mayor Bates:

In reply to your letter of August 3 relative to proposed work on 14th and Arizona Streets under the Special City Allotment Fund, I wish to advise that we will revise our plans to construct 14th Street to an overlay only and Arizona Street as originally planned.

We feel sure that the bids will allow us to construct this project within the available funds. We plan on advertising this project at the September 21 meeting.

I wish to call your attention to the fact, however, that in the opinion of our Soils Section, the overlay on 14th Street will be a borderline treatment. This overlay has a good chance of adequately carrying the traffic, but there is a possibility that if heavy traffic increases on this street that the overlay treatment may show signs of deterioration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Parker
Mr. F. D. Morgan
Mr. H. S. Cox

DJB:rw srb

Form E-106—10M—11-60
State Printing 31522

Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Port Orford (Arizonia St. & 14th St.) 8/16/65

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

	Unit	Quant.	Unit Price	Total
General Excavation, Unclassified	Cu. Yd.	1000	1.50	1,500 00
Watering	M-Gals.	80	4.00	320 00
Stone Subbase	Cu. Yds.	1000	3.00	3,000 00
3/4"-0 Material in Stone Leveling Course	Cu. Yds.	260	8.00	2,080 00
Class "B" Asphalt Concrete	Ton	560	15.00	8,400 00
				15,300 00
		+12½	%	1,912 50
				17,212 50

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
AUG 19 1965
ENGINEER
COUNTY & CITY DIVISION

For[illegible]6—10M—11-60
[illegible]State Printing 31522

Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Port Orford (Arizonia & 14th St.) 8/16/65

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

	Unit	Net	Allow	Total
General Excavation, Unclassified	Cu. Yd.	975	25	1000
Watering	M-Gals.	67	13	80
Stone Subbase	Cu. Yd.	903	97	1000
3/4"-0 Material in Stone Leveling Course	Cu. Yd.	233	27	260
Class "B" Asphalt Concrete	Ton	504	56	560

RECEIVED
AUG 19 1965
ENGINEER
COUNTY & CITY DIVISION

Loraine Haines
Recorder

Ruth Wahl
Treasurer

Frank M. Morris
Public Works Supt.

B. G. Pickering
Chief of Police

Board of Aldermen

George Hahn
Blaine Marsh
James Peterson
Orris Smith
Frank St. Clair
Adolph Windmaiser

City of Port Orford, Oregon

97465

Lloyd W. Bates
Mayor

August 3, 1965

Mr. F. B. Klaboe
Asst. State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir;

The City Council of Port Orford at a Special Meeting July 30, 1965, voted to reject the present form of the Contract to improve 14th and Arizona Street under the Special City Allotment Fund. It is impossible to prepare the street for paving with the equipment owned by the City, and to contract for this work would add to the cost. This, plus the fact that the paving could go over the two thousand dollars approved in the Budget to match the State Fund would not meet the approval of the Taxpayers of Port Orford. We, the smaller Cities need these improvements very much but with the conditions and the small amount of money we have to work with, we find it impossible to meet the cost. So, we feel we will have to reject this contract.

The City Council would like to know if it would be possible for the Highway Department to level and surface 14th Street and to pave Arizona Street as per your specs. We feel we could manage the cost of this project. May we have your feelings on this proposal.

Sincerely

Lloyd Bates, Mayor

Lloyd W Bates

Port Orford, Oregon

LLB:rw

ltr to Barlow for R/W
copy to Mx
8-9-65

RECEIVED
AUG 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 29 1965
FOR FILING
308-1706
6775

July 29, 1965

City Council of Port Orford
City Hall
Port Orford, Oregon

Attention The Hon. Lloyd Bates, Mayor

Gentlemen:

I am requesting your consideration and presentation for approval by the City Council of the basic contents to be included in a formal agreement between City and State regarding the impending Special City Allotment project in Port Orford for the improvement of 14th and Arizona Streets.

We realize this matter has been of considerable concern to the parties involved and hope it may be resolved by the Council's action on the proposed agreement contents outlined in this letter.

The agreement now in the hands of the City is based on an estimate of $22,000 for cost of said project. This estimate of cost has now been increased to approximately $22,600 due to a revision of quantities in the leveling course. The State is morally obligated to accept any bids that come within 10 percent of the estimate. Therefore, the State would be morally obligated to accept any bids on the subject project that were for $24,860 or less.

The City was apprised of this fact and indicated that they were restricted to a budgeted amount of $2,000 and could not provide any additional funds this year. The State has tentatively proposed to make an extension of time to the City for the payment of any funds required beyond the $2,000 the City has budgeted for this project. This amount of money would be limited to $3,000 and a maximum period of two years allowed for payment. After

bids have been opened and reviewed, any bid of more than $25,000 estimated total cost would automatically be rejected.

City would make payment of its share of the project cost as follows: An advance payment of $2,000 on or before August 30, 1965, and the balance paid in full on or before August 30, 1967, based on the final itemized statement of actual total cost of the project.

The project is currently scheduled for the August 10, 1965 bid letting and if this project is to be undertaken, we must have an answer immediately as to the City's approval of participation by the City in the project's cost, based on the contents of this letter.

The Council is requested to consider this matter at the earliest opportunity, and if approved, adopt a resolution similar to the enclosed sample authorizing the Mayor and Recorder to enter into an agreement written on this basis. Please send to this office written evidence along with three copies of the resolution authorizing such signatures and, after presentation to the Highway Commission for final approval, an agreement will be prepared on this basis for signature by the respective parties.

Please be aware that the agreement contents as outlined above are subject to approval or rejection by the Highway Commission and are not binding on either party until such concurrence is obtained.

We trust this meets with your approval as it is in conformance with the telephone discussion on July 27, 1965, between the Honorable Lloyd Bates and Mr. D. N. Harwell, Office Engineer of the County and City Division of the State Highway Department.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

By

F. B. Klaboe
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
H. S. Cox
***L. R. Chandler

***If this is accepted by the City and the job is awarded, you must see to it that the final cost does not exceed $25,000. F.B.K.

RU:mm jwa

SCA

Port Orford (Arizona [illegible] Cts.)
Curry Co.

June 7-20-65

7-21-65

Watering	80	M. Gals	4.00	320-
Stone Subbase	2500	cu. yds	3.00	7.500-
3/4"-0 Material in Stone Leveling Course.	480	cu. yds	8.00	3.840-
Class "B" Asphalt Concrete	560	ton	15.00	8,400-
				20,060 -
12½ Engr. & Cont.				2507.50
				22567.50

NOTED
H. S. COX

~~Flagging~~

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

New 22,567.50

old 22,000

city notified that date as to raise in estimate 7-22-65
DMH.

RECEIVED
JUL 21 1965
ENGINEER
COUNTY & CITY DIVISION

7-23-65 c Mayor Lloyd Bates called re: this matter & I told him of the present revised base design and quoted him our breakdown & revised estimate Mayor thought this was a little high - agree. a letter forth coming Don

Bates wants to know by Monday if they will go or not 21

1965 SCA

NOTED
DON HARWELL

Salem, Oregon
June 29, 1965

Special City Allotment Project
14th and Arizona
City of Port Orford

Mr. J. E. Morelock

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
P. B. Adamietz

The subject project has been inspected and found to be consistent with the project as requested by the city and approved by the Highway Commission, with the following exceptions:

That portion of 14th Street from Hamlet Place to Arizona Street is on private property and therefore ineligible for improvement. Shoulders on the present proposal are 4 feet instead of 2 feet as originally approved.

R. S. Cox
County and City Division Engineer

HSC:mm

NOTED
K. JONES

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN

Page 1 of 3 Pages

Section 14TH ST. & ARIZONA AVE. Highway CITY OF PORT ORFORD County CURRY Prefix 308-1(5)5

Res. Engr. O.A. Barnhart Approx. Length 0.37 Miles. Sta. _____ to Sta. _____ Date 6-3-65

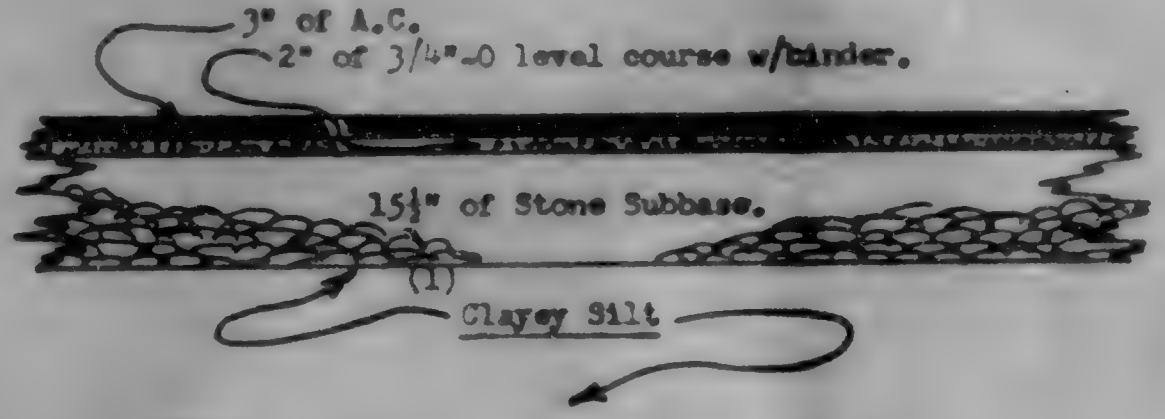
Truck A.D.T. 16 Traffic Coefficient 6.5 18 kip s.a. per day 11.3

Annual Precipitation 62"± Frost Penetration - - - - - - -

(1)
Typical Soil
57 LL
11 PI
100 %P 10
80 %P200
0 %Gravel
2 %C Sand
18 %F Sand
50 %Silt
30 %Clay
17 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-7-5 (12)

MATERIAL SOURCES:
To be determined by the Engineer.



CBE Total Req.	Credit	Actual Thick.	
	6	3	A.C.
	2	2	Level
	12	15½	Stone Subbase
20	20	20½	

Note:
Revised Project Base Design supercedes Base Design dated 4-6-65, and changes the Bottom Base Course from Crushed Material to Stone Subbase.
Values assigned components in the Roadway Structure are:

1" Asphaltic Concrete = 2" Crushed Base
1.3" Stone Subbase = 1" Crushed Base

cc:
BPR.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

Submitted by _____ Staff Assistant Recommended by _____ Asst. Engineer of Materials

Recommended by _____ Construction Engineer Approved by _____ Asst. State Highway Engineer

RECEIVED JUN 10 1965 FOR THE RECORD

NOTED F.B. MARDE

SECTION: 12th ST. & 14th ST.

HIGHWAY: CITY OF PORT ORFORD

COUNTY: CURRY

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 500 (Total)

B. Future ADT 850 (Total)

C. Mean ADT 650 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{n}$ = 2.5 x (C) 650 = 16

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 16 x (H) 100 % = 16

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 6.5

SECTION: 12th ST. & 14th ST.

HIGHWAY: CITY OF PORT ORFORD

COUNTY: CURRY

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** See attached sheet
2. **Soils Characteristics:** See design chart attached
3. **Weather:** See design chart attached
4. **Performance of Similar Pavements in Area:** Good X Fair _____ Poor _____
   Remarks: _____
5. **Cost Comparisons:** None made - See remarks

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** Oil or A.C.
7. **Stage Construction:** Not applicable
8. **Depressed, Surface, or Elevated Design:** Surface
9. **Conservation of Aggregates:** See remarks
10. **Stimulation of Competition:** See remarks
11. **Construction Consideration:** See remarks
12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** City prefers Asphaltic Concrete
13. **Traffic Safety:** See remarks
14. **Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes:** Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short section in an isolated part of the State with no P.C.C. pavement in the immediate area.

1965 SCA

DON HARWELL

Salem, Oregon
May 4, 1965

Special City Allotment Project
City of ~~Scottsburg~~ Port Orford

Mr. John Quiner II
Assistant Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

F. B. Arensmeier

Regarding your May 3 letter wherein you pass on request of City of Port Orford for addition of 12th Street from Arizona to US 101 to replace that portion of 14th that has been deleted, I would say the answer is no. The question of adding streets has arisen before and has been denied. This may sound rather arbitrary but this office feels that all cities should be treated equally.

The original base design for this project was worked up on an 8" bottom base and I note that the present design calls for 12" of bottom base. This will, of course, be more expensive. It could be that the final estimate, even though the job is of less length, will be near the original estimate of $22,000.

H. S. Cox
County & City Division Engineer

HSC:mm

NOTED
V. R.

FORM E-50 50M 11-60 15600

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Gold Beach, Oregon
April 26, 1965

308-1485

SUBJECT: Port Orford City Streets
Paving Project

To: L. R. Chandler
Division Engineer

Herewith a map of a portion of Port Orford showing a revision of the streets to be paved.

The original order for survey was to pave 14th Street from the Highway (Oregon Street) to Hamlet Place and from 12th Street to 14th Street on Arizona Street.

When I got the assessors maps of Port Orford, I found that the extension of 14th Street west along the present oiled surface from 14th and Arizona to Hamlet Place was across private property. (See map)

I contacted Mr. Bates, Mayor of Port Orford, and informed him of the situation.

It was decided to pave 14th Street to Arizona Street, eliminate Arizona Street to Hamlet Place and pave 12th Street from Oregon Street to Arizona Street.

A rough estimate of the cost to pave these streets will be within the amount set up for the project.

G. A. Barnhart
Resident Engineer

encl.

Section 5 T33S R15

CURRY COUNTY

1"=400'

See Map 32 15 32 C

GARRISON LAKE

See Map 33 15 5BB

CITY

PORT ORFORD

LAKE

Lot 1

See Map 33 15 5BA

See

Lot 9

GARRISON

31 5

See Map 33 15 5BB

THE HAMLET

See

Lot 8

See Map 33 15 5BD

Lot 3

SE 1/4 SW 1/4

See Map 33 15

See Map 33 15 5BC

ROAD

AGATE

ASH

33S R15W WM

COUNTY

400'

33 15 5

& INDEX

See Map 32 15 32 INDEX

See Map 32 15 32 DC

See Map 32 15 32 DD

See Map 33 15 5AB

See Map 33 15 5AA

See Map 33 15 5AC

See Map 33 15 5AD

See Map 33 15 4

T. 32 S. R. 15 W.
T. 33 S. R. 15 W.

32 | 33
5 | 4

19th STREET
18th STREET
17th STREET
16th STREET
15th STREET
13th STREET
11th STREET
10th STREET
9th STREET
8th STREET

AVENUE
STREET
OREGON
TICHENOR
U.S. 101
HIGHWAY
COAST
ARIZONA
IDAHO
WASHINGTON
JACKSON
JEFFERSON
DEADY
BLOCK BB

154 155 156 157 158 159 160
147 146 145 144 143 142 141
134 135 136 137 138 139 140
131 130 129 128 127 126 125
118 119 120 121 122 123 124
111 110 109 108 107 106 105
100 101 102 103 104
93 92 91 90 89
82 83 84 85 86 87 88
75 74 73 72 71 70 69
62 63 64 65 66 67 68
55 54 53 52 51 50 49

Lot 9

Lot 8

Delete.

2-1

PLAT OF

865

4 CB 381

GARRI

33 15 5BB

HAMLET

See Map 33

Lot 8

See Map 33 15 5BD

SE 1/4 SW 1/4

Lot 3

See Map 33 15 5BC

See Map 33 15

ROAD

AGATE

BEACH

ARIZONA

2-3

See Map 33

See Map 33 15 5C

See Map 33

COAST GUARD ROAD

LITTLE AMERICA

191.2 EAST

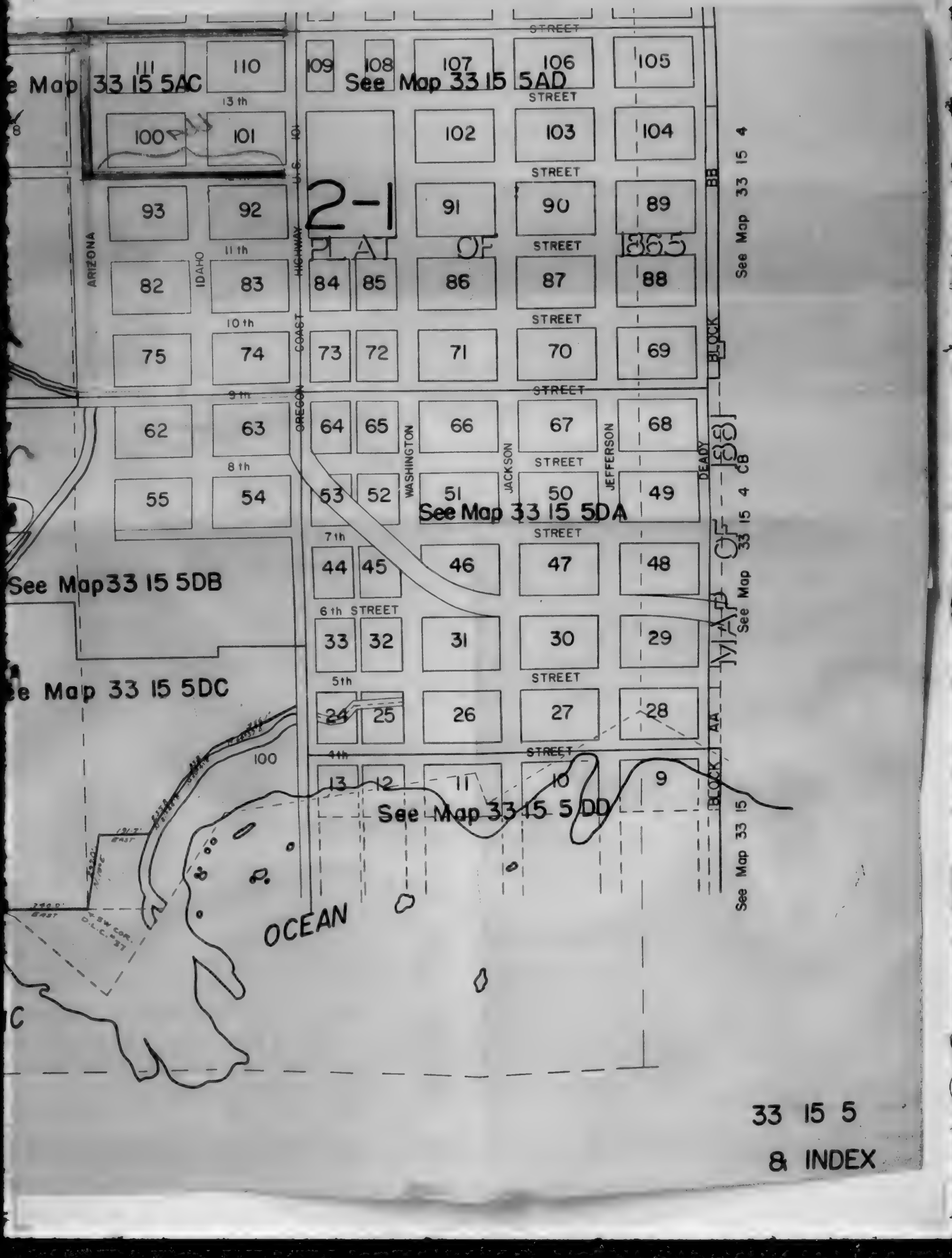
330.0' EAST

SW COR. D.L.C. 37

PACIFIC

27.6

See Map 33 15 8B


See Map 33 15 5AC
See Map 33 15 5AD
See Map 33 15 5DA
See Map 33 15 5DB
See Map 33 15 5DC
See Map 33 15 5DD
See Map 33 15 4
See Map 33 15 4 CB
See Map 33 15
2-1
PLAT OF
365
381
STREET
13th
11th
10th
9th
8th
7th
6th STREET
5th
4th
ARIZONA
IDAHO
OREGON COAST HIGHWAY U.S. 101
WASHINGTON
JACKSON
JEFFERSON
DEADY
BB
BLOCK
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308-1706
6775

4-9 c 5

Prefix No. 308-1495

LOCATION PROSPECTUS
ARIZONA AND FOURTEENTH STREET SECTION
CITY OF PORT ORFORD
CURRY COUNTY

HIGHWAY: Arizona Street and Fourteenth Street, City of Port Orford. Not on State or Federal-aid system.

TERMINI: Fourteenth Street from Hamlet Place to the Oregon Coast Highway. Arizona Street from Fourteenth Street to Twelfth Street.

LENGTH: 0.37 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance is not necessary. There are no special drainage problems. The survey need not be tied to the Lambert Grid System. City City will grade and drain the street to State prepared plans and the State will rock and pave. Soils investigations will be conducted. This is a 1965 Special City Allotment project.

TYPICAL SECTION: Two 10-foot lanes with 2-foot shoulders. The City will grade and drain to possibly a greater width than anticipated for the State's contract for gravel survacing and paving.

BASE: Tentative design for construction is:

Paving	3"	A. C.
Top Course, Base	2"	Leveling
Bottom Course, Base	12"	Coarse Base
Total Depth	17"	

(Base design is subject to change upon completion of soils investigations.)

MATERIAL: Sources of material will be located and referenced to this project during the survey.

ADDITIONAL FACILITIES: No railroad or stream crossings. The City will adjust water and sewer mains.

AGREEMENTS: Routine negotiations for a Special City Allotment project.

NOTED
TOM EDWARDS

April 9, 1965
Attach.
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

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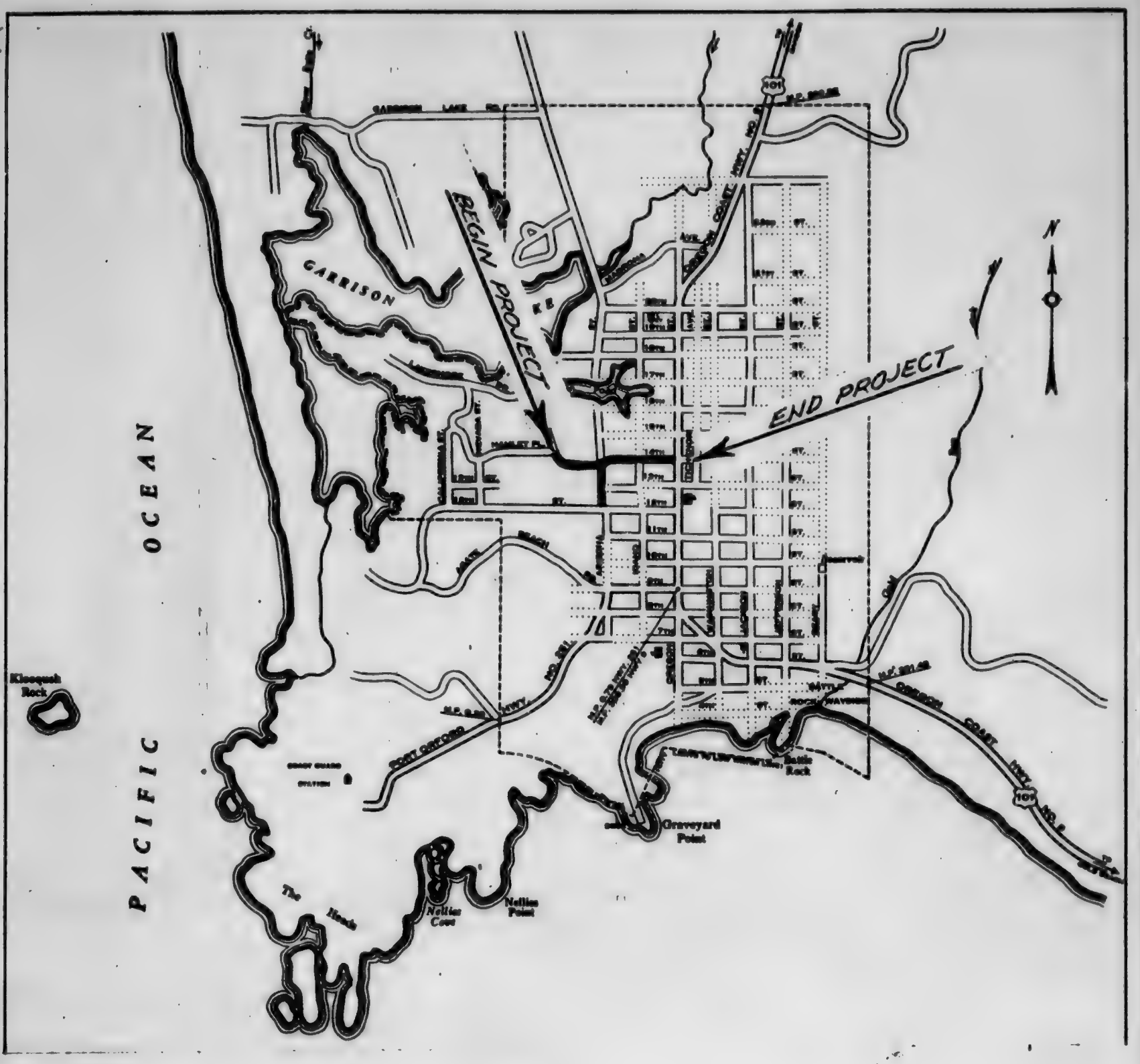
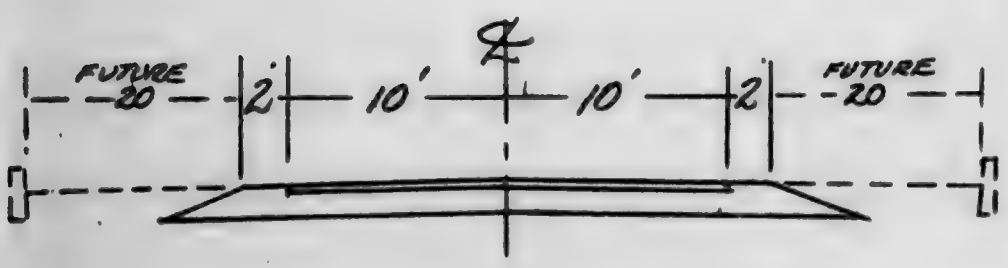
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION

PROSPECTUS MAP
ARIZONA & 14TH STREET
CITY OF PORT ORFORD
CURRY COUNTY

1" = 1600'

1965

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

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Section 14th ST. & ARIZONA AVE. Highway CITY OF PORT ORFORD County CURRY Prefix 6775

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 4-6-65

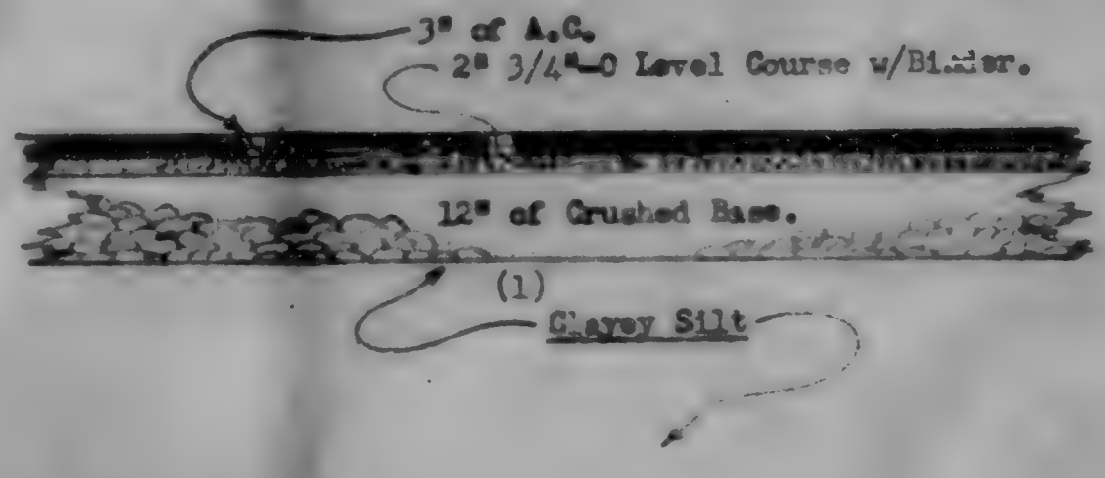
Truck A.D.T. 16 Traffic Coefficient 6.5 18 kip s.a. per day 11.3.

Annual Precipitation 62"± Frost Penetration - - - - - .

(1)
Typical Soil
57 LL
11 PI
100 %P 10
80 %P200
0 %Gravel
2 %C Sand
18 %F Sand
50 %Silt
30 %Clay
17 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-7-5 (12)

MATERIAL SOURCES:
To be determined by the Engineer.



CBR Total Req.	Depth	Actual Thick.	
	6	3	A.C.
	2	2	Level
	12	12	Cr. Base
20	20	17	

6775
208-1
106
4-7-65

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

NOTED
F. B. HAGER

Submitted by _____ Staff Assistant

Recommended by _____ Asst. Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer

SECTION. 12th ST. & 14th ST.

HIGHWAY: CITY OF PORT ORFORD

COUNTY: CURRY

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 500 (Total)

B. Future ADT 850 (Total)

C. Mean ADT 650 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) F= 2.5 x (C) 650 = 16

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 16 x (H) 100 % = 16

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.660

= 6.5

SECTION: 12th ST. & 14th ST.

HIGHWAY: CITY OF PORT ORFORD

COUNTY: CURRY

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short section in an isolated part of the State with no P.C.C. pavement in the immediate area.

1965 Sta
Port Orford

FORM E-30 SOM 12-63 34678

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 24, 1965

NOTED
H. S. COX

NOTED
DON HARWELL

To: F. D. Morgan
Construction Engineer
Salem, Oregon

SUBJECT: Location Prospectus
Port Orford City Street Improvement
Curry County

NOTED
R. M. ALLISON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Enclosed herewith is an Authority for Survey and prospectus for the City streets in the City of Port Orford, Curry County. The street improvement to be covered by Authority for Survey, are Arizona Street-12th to 14th and 14th Street-Oregon Coast Highway to Hamlet Place. This Authority for Survey is for the preparation of plans, specifications for surfacing and paving the streets. The City of Port Orford will do the grading work necessary with city forces.

This is a city allotment project. Your approval is recommended.

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf
Attach.

cc: H. S. Cox

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FEB 25 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED

Apca 1965

January 28, 1965

Ms. Ruth W. Wahl
City Clerk
City Hall
Port Orford, Oregon

NOTED
DON HARWELL

Dear Madam:

On January 27, 1965, the State Highway Commission approved the City's request for a Special City Allotment project on 14th Street from Hamlet Place to Tichenor Avenue and Arizona Street from 14th Street to 12th Street, to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis that the City would pay all costs of the project in excess of $20,000.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

R M Allison
for
H. S. Cox
County and City Engineer

RMA:eb

December 1, 1964

NOTED
DON HARWELL

Mrs. Loraine Haines
City Recorder
City Hall
Port Orford, Oregon

Dear Madam:

It is planned to submit your request for improvement of 14th and Arizona Streets to the State Highway Commission for consideration.

The estimated cost of this project is $22,000 of which the city's share will be $2,000.

If you wish to proceed with this project, please inform this office as to the city's ability and willingness to pay its share of the estimated cost.

Prompt attention to this matter will be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

by

R. M. Allison
Field Engineer

RMA:eb

3-10-64

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of PORT ORFORD is an incorporated city of the State of Oregon and has a population of 1300 (Approx) as given by the latest official census; and

WHEREAS, the following streets of said city,

12th Street to California St. (Boat Ramp traffic)

14th Street to Hamlet Road

Arizona Street between 12th and 14th

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MAR 16 1964
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of PORT ORFORD does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Frank Morris, Pub. Works Superinten as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 10th day of March, 1964.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

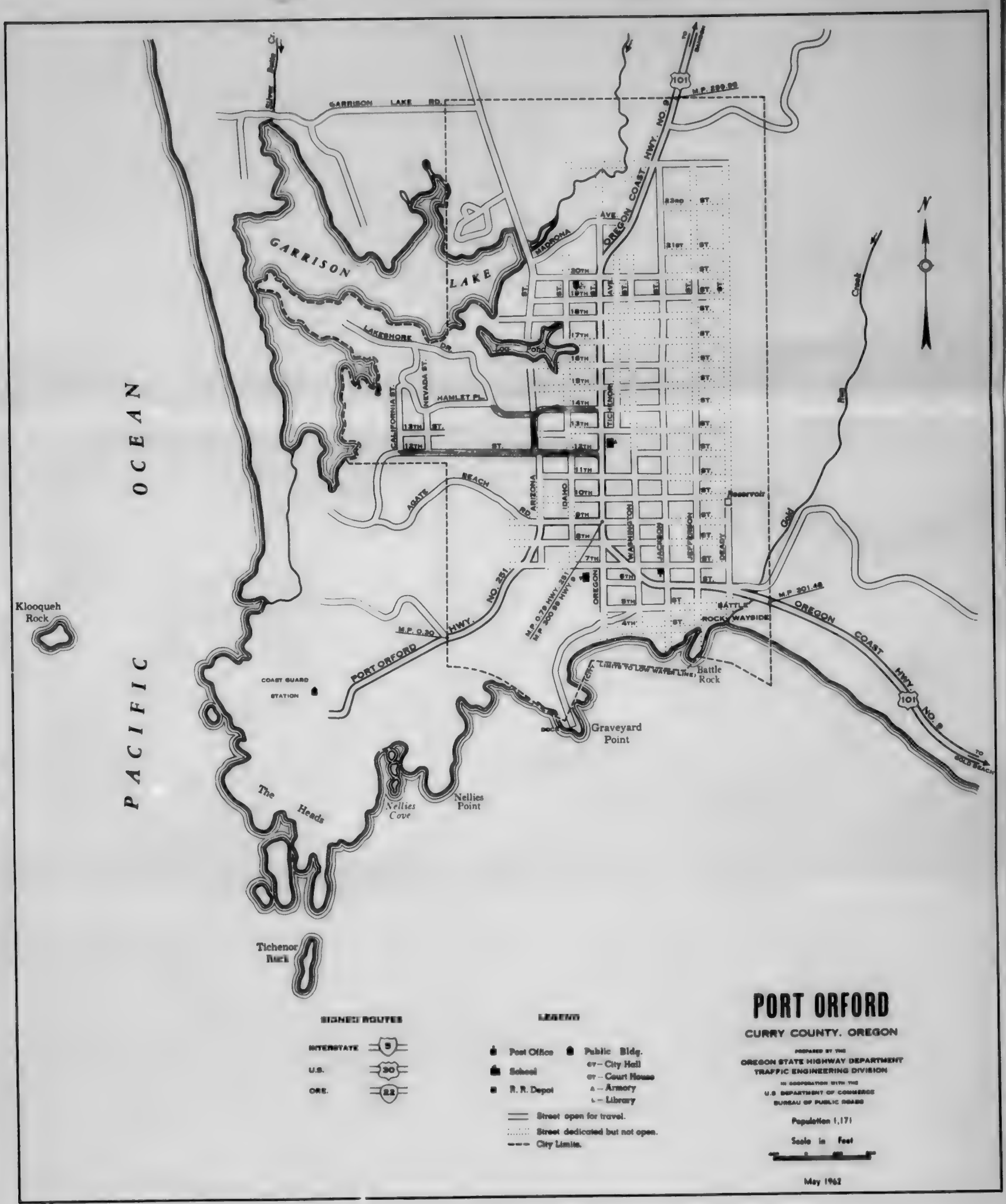
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of PORT ORFORD at a regular or special meeting of said Council, held on the 10th day of March, 1964, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 12th day of March, 1964.

Lorraine Haines
City Recorder

(cc-50, 1959 Rev.)



PORT ORFORD

CURRY COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,171

Scale in Feet

May 1962

I-5-2(51)112 S. Umpqua Safety Rest Area (Drilling wells) 1966

#6776

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APR 11 1967
FOR FILING

I-5-2(:1)11.2

April 6, 1967

FILE MEMO

South Umpqua Safety Rest Area
Water

Advised this morning by Swan that driller under current contract was down 250 feet and no water. After discussing subject with Merchant and Ellison recommended well be abandoned and driller be taken off standby time. Merchant will do.

I then called District Engineer Martin and advised him of the drilling failure. He expressed his regrets and asked if there was sufficient water capacity in the north well to serve both areas. I replied there was, and he stated, "Allright, let's go ahead and do it."

Therefore, final plans for the water system for both units should be completed (by Bridge) at the earliest possible date.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

cc: F. B. Klaboe ✓
F. D. Morgan
I. D. Merchant
L. R. Chandler
M. E. Martin, BPR

NOTED
F. B. KLABOE
RECEIVED
APR 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

[FOREIMP
OCT 14 1966]

FOR FILING

I : 2(v) 11

6776

October 14, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed May 19, 1966, on Contract No. 6776. The contract was with Casey Jones Well Drilling Co. and was for drilling wells in the South Umpqua Safety Rest Area on the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 14, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
L. R. Chandler

bg

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OCT 17 1966
FOR FILING
I-5-2(51)112
6776

October 14, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6776 awarded to Casey Jones Well Drilling Company, for drilling wells in the South Umpqua Safety Rest Area on the Pacific Highway in Douglas County was completed on May 19, 1966, and accepted by the Highway Commission on October 14, 1966.

Final payment in the amount of $170.09 will be released to the contractor after October 21, 1966. The total contract amount is $1,700.90 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ES:

cc: Casey Jones Well Drilling Company
Route 2, Box 695
Creswell, Oregon 97426

L. H. Young
C. H. Maison
Attn: John Herr

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JUN 13 1966
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STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-2(51)112

6776

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 2, 1966

REFERRED TO
By Asst. State Hwy. Engr.
6-13-66

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that due to the unsatisfactory results obtained in the drilling of wells for a water source, the contract work was terminated by letter to the contractor dated May 17, 1966, on Contract No. 6776, South Umpqua Safety Rest Area Section in Douglas County, Federal-Aid Project No. I-5-2(51)112.

We request that your office return a signed copy of this letter indicating concurrence in this action or list any items or conditions of the contract which would prevent your final acceptance of the contract work as performed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division
Office Endorsement

Date: 6-3-66

Conditions noted on above date:

The project was inspected May 26, 1966 and found to be completed as stated above.

A. W. Parsons
Division Engineer

By: M E Martin
M. E. Martin
District Engineer

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JUN 3 1966
OREG.
STATE HIGHWAY

PVR:

NOTED
F. B. KLABOE

RECEIVED
JUN 13 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-2(51)112

6776

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 26, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 19, 1966, on Contract No. 6776, South Umpqua Safety Rest Area Section, in Douglas County, in connection with Federal-Aid Project No. I-5-2(51)112.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: 6-1-66

Conditions noted on above date:

Project was inspected May 26, 1966. The Highway Department will submit another letter.

NOTED
F. B. KLABOE

By:

A. W. Parsons
Division Engineer
M. E. Martin
District Engineer

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JUN
OFFICE
STATE HIGHWAY ENGINEER

PVR:

Rtd to Young 6-13-66

FINAL WEEKLY REPORT

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: South Umpqua Safety Rest Area		WEEK ENDING: May 21, 1966
		SECTION PREFIX: 610-1017
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: South Umpqua Safety Rest Area	KIND OF WORK: Drilling Wells	
CONTRACTOR: Casey Jones Well Drilling Co.	CONTRACT NUMBER: 677C	FEDERAL AID PROJECT NUMBER: I-5-2(51)112
DATE OF CONTRACT:	DATE WORK STARTED: April 21, 1966	ESTIMATED COMPLETION DATE: May 19, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: [illegible]
PROJECT AUTHORIZATION: $ 4,663.12	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 42.2%
EXCLUSIVE OF ENGINEERING: $ 4,331.52	ENGINEERING AUTHORIZATION: $ 331.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,697.00	ENGINEERING COST TO DATE: $ 600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90.2
ESTIMATED PERCENT [illegible] UNDERRUN: 60.8 %	PERCENT OF AUTHORIZATION: 181 %	DATE PROJECT WAS COMPLETED: May 19, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Churn Drill, Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	E. Bound	S. Bound						
PERCENT	0	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Rainy	1		
MONDAY 16	Partly Cloudy	1		
TUESDAY 17	Clear	1		
WEDNESDAY 18	Clear	1		
THURSDAY 19	Clear	1		
FRIDAY				
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 15	No Activity
MONDAY 16	Filled first abandoned hole. Finished @ 3:00 pm. Put Contractor on Standby until 5:00
TUESDAY 17	No Activity
WEDNESDAY 18	No Activity
THURSDAY 19	Abandoned second hole. Contractor pulled upper 25 feet of casing Remaining 96 feet unable to pull-left in hole and abandoned PROJECT COMPLETED THIS DATE
FRIDAY	
SATURDAY	

REMARKS

Since no water was found in the Southbound Unit, it was decided to terminate this contract and search for a suitable water source elsewhere.

THIS IS THE FINAL WEEKLY REPORT ON THIS PROJECT

SIGNED _____ LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

FO PR (REV. 9-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

4-18-66

MONTHLY TRANSACTION NO. 4-99	STATE Oregon
PROJECT REPORT NO. 4 #4776	COUNTY Douglas
	PROJECT NO. I-5-2(51)112

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

South Umpqua River Safety Rest Area.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-16-66	0.00
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS Pro Rata 92.25
$ 4,559	$ 4,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klabon

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 13258-P64

Oregon State Highway Department

Federal-Aid
Project No. I-5-4(51)112

SOUTH UMPQUA RIVER SAFETY REST AREA OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Project Agreement Estimate.

Salem, Oregon, April 7, 1966

Type Code Y041
Well Construction (Sta. 317+00 and Sta. 321+00 (Contract No. 6776)

Moving Cost	All Required		$ 50.00
Drilling Wells, 0-50 Feet Deep	150 lin.ft.	$ 4.50	675.00
Drilling Wells, 50-100 Feet Deep	150 lin.ft.	4.50	675.00
Drilling Wells, 100-150 Feet Deep	150 lin.ft.	4.50	675.00
Furnish and Install Well Casing	110 lin.ft.	3.00	330.00
Furnish and Install Well Liner	235 lin.ft.	3.00	705.00
Developing Wells	2 only	125.00	250.00
Pumping Test	12 hour	20.00	240.00
Standby Time	20 hour	6.00	120.00
Abandonment of Holes	1 only	50.00	50.00
Filling Abandoned Holes	150 lin.ft.	0.50	75.00
			$3,845.00
Perforating Well Casing	All Required		300.00
	Subtotal		$4,145.00
	10% Engr. & cont.		414.00
	Total		$4,559.00

Length of Project - - - 0.00 Miles

Federal Funds - - -

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(51)112

SOUTH UMPQUA RIVER SAFETY REST AREA OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 2, 1966

Type Code X021
Well Construction (Sta. 3175+00 and Sta. 3217+00)

Moving Cost	All Required		$ 100.00
Drilling Wells, 0-50 Feet Deep	150 lin.ft.	$ 5.00	750.00
Drilling Wells, 50-100 Feet Deep	150 lin.ft.	7.00	1,050.00
Drilling Wells, 100-150 Feet Deep	150 lin.ft.	8.00	1,200.00
Furnish and Install Well Casing	110 lin.ft.	5.00	550.00
Furnish and Install Well Liner	235 lin.ft.	3.00	705.00
Developing Wells	2 only	150.00	300.00
Pumping Test	12 hour	14.00	168.00
Standby Time	20 hour	11.00	220.00
Abandonment of Holes	1 only	100.00	100.00
Filling Abandoned Holes	150 lin.ft.	0.40	60.00
			$5,203.00
Perforating Well Casing	All Required		$ 300.00
	Subtotal		$5,503.00
	10% Engr. & Cont.		550.00
	Total		$6,053.00

Length of Project - - - - 0.00 Miles

Federal Funds - - - -

RECEIVED
APR 5 - 1966
FOR FILING I-5-2(51)112

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: 1776 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 30, 1966

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-2(51)112
South Umpqua Safety Rest Area
Well Construction

As requested in Mr. Young's letter of March 28, 1966 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of March 23, 1966 in the award of contract No. 6776 to Casey Jones Well Drilling Co., of Creswell, Oregon, low bidder in the amount of $3,845.00 at the March 10, 1966 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.
4-5-66

RECEIVED
APR 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 29 1966
FOR FILING

I-5-2(51)112
6776

March 28, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of March 14, 1966, is requested in the award of contract for the South Umpqua Safety Rest Area, Project No. I-5-2(51)112.

The contractor receiving the award is Casey Jones Well Drilling Co. of Creswell in the amount of $3,845.00 with the contract No. 6776 assigned. This bid was received on March 10, 1966 and awarded March 23, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceeding which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

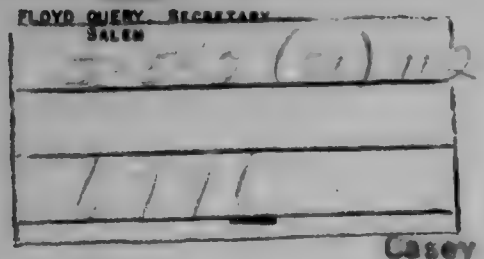
L. H. Young
Office Engineer

DAR:jb

FORM S-120

RECEIVED
MAR 23 1966
CASEY JONES

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FOUDRAY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM



FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 23, 1966

Casey Jones Well Drilling Company
Creswell
Oregon

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6776 for the following project:

Drilling wells for the South Umpqua Safety Rest Area, south of Roseburg, in Douglas County

This award was based on your bid of $3,645.00 which was submitted to the Commission on March 10, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. B. Matthis (SI&C)
Mark Petrup

RECEIVED
FEB 24 1966

FOR FILING
Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLA1302

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 16, 1966

In reply refer to: 08-35.2-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

ME Martin
By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(51)112
South Umpqua River Safety Rest Area
Well construction

REFERRED TO
Moehring Wiencek.
By Asst. State Hwy. Engr. 2-24-66

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use, and further that control of access rights has been obtained, with the possible exception of those involved with utilities, as indicated in Mr. Moehring's and Mr. Litchfield's February 3 and February 7, 1966 reports. Certification concerning utility access rights should be furnished prior to our concurrence in award. If exceptions are listed, the project will not be accepted as complete until such time when full control of access is obtained.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	January 1966

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's February 14, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest.

Attachment

RECEIVED
FEB 24 1966
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

December 1, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This letter is in reply to yours of November 10, 1965 which listed ten projects for our approval.

Approval is hereby given for the following listed projects, with recommendations for several of them following:

1. Rufus-Quinton Section, Columbia River Highway, Sherman & Gilliam Counties.
2. Wankers Corner-West Linn Section, FAS 120, Clackamas County.
3. Mt. Angel-Silverton Section, Hillsboro-Silverton Highway, Marion County.
4. Cascade Locks-Mitchell Point Section, Columbia River Highway, Hood River County.
5. Orleans-Calapooya River Section, Corvallis-Lebanon Highway, Linn County.
6. Cow Creek Rest Area, Pacific Highway, Douglas County.
7. Roberts Mountain-Myrtle Creek Section, Pacific Highway, Douglas County.
8. South Umpqua Safety Rest Area, Pacific Highway, Douglas County.
9. Pacific Highway West-South Tigard Interchange Section, Beaverton-Tigard Highway, Washington County.

Regarding the Mt. Angel-Silverton Section, protection is needed for migrant salmonids in the area of the channel change on Abiqua Creek. Siltation should be avoided, and work in the stream confined to the period after July 1.

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Peat
Mercelack
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 3 1965
CONSTRUCTION
DIVISION

On the Orleans-Calapooya River Section, it is assumed that a bridge will be used to cross the Calapooya River. This stream contains migrating salmon and steelhead, and consequently any construction in the stream should commence after July 1.

We have not included approval of the Burnside-Big Creek Section in this letter. Our comments regarding this will be sent in a few days, as certain aspects of this project are still being investigated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Kochl

R. O. Kochl
Chief of Liberations

ROK:dm

cc: Director CFC

12-3-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (9)
T. C. Roake
J. E. Morelock
L. W. Rulien (6)
R. D. Asburry (4)
L. R. Chandler (6)
J. F. Putnam (2)

fp

RECEIVED
AUG 25 1965
SP*6418-734

FOR FILING

I: - (:1) 11

6776

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1965

SUBJECT: Safety Rest Areas

To: Mr. L. R. Chandler
Division Engineer
ROSEBURG

While in Division III last week, I discussed the South Umpqua Safety Rest Area construction with Resident Engineer Smoharm. He advised that it was necessary to make changes in the road design in the area serving northbound traffic.

Instructions were received this morning to expedite the construction of rest areas with a target completion date of next spring. Would you therefore furnish us an as constructed drawing of both units of the South Umpqua location as soon as possible?

F. D. Morgan
Construction Engineer

By Mark H. Ashrup

Mark H. Ashrup
Landscape Engineer

cc: Mr. F. B. Klaboe
F. D. Morgan

RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

I-80N-3(50)108 Rufus-Quinton Sec., Col. 1966
I-80N-4(18)112 R. Hwy. (shoulder oil.)
#6777

I-80N-3(50)108 Rufus-Quinton Sec., Col. 1966
I-80N-4(18)112 R. Hwy. (shoulder oil.)
#6777

RECEIVED
NOV 7 - 1966
FOR FILING
I-80N-3(50)108
6777

November 7, 1966

General Insurance Co. of America
Portland Service Office
309 S.W. 4th Avenue
Portland, Oregon

Gentlemen:

Contract No. 6777 awarded to Morton Construction Company for oiling the Rufus-Quinton Section of the Columbia River Highway in Gilliam and Sherman Counties was completed on August 30, 1966, and accepted by the Highway Commission on November 4, 1966.

Final payment in the amount of $8,260.30 will be released to the contractor after November 14, 1966. The total contract amount is $29,965.05 including $874.93 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Morton Construction Company
P.O. Box 11312
Portland, Oregon 97211

L.H. Young
C.H. Maison
Attn: John Morr

RECEIVED
NOV 7 - 1966
FOR FILING
I-8011-3(50)108
6777

November 4, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 30, 1966, on Contract No. 6777. The contract was with Morton Construction Co. ~~and~~ was for oiling on the Rufus-Quinton Section of the Columbia River Highway in Gilliam and Sherman Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 4, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
J. F. Putnam
A. F. Parson

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Rufus - Quinton		WEEK ENDING: October 28, 1966
		SECTION PREFIX: 628 - 1049
HIGHWAY: Columbia River		COUNTY: Sherman and Gilliam
NAME OF JOB: Rufus - Quinton Shoulder Oiling	KIND OF WORK: Shoulder Oiling	
CONTRACTOR: Horton Construction Co.	CONTRACT NUMBER: 6777	FEDERAL AID PROJECT NUMBER: I-80N-3(50)108 I-80N-4(18)112
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: July 12, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 90	WORK DAYS USED: CALENDAR DAYS USED: 141
	SPECIFIED COMPLETION DATE: July 10, 1966	PERCENT OF TIME ELAPSED: 157
PROJECT AUTHORIZATION: $ 36,191.25	ENGINEERING AUTHORIZATION: $ 2,573.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 33,617.65	ENGINEERING COST TO DATE: $ 2,563.69	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 33,617.65	PERCENT OF AUTHORIZATION: 99.6%	DATE PROJECT WAS COMPLETED: August 30, 1966
ESTIMATED PERCENT: OVERRUN / UNDERRUN: ____%		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				12.42	
MILES PARTIALLY COMPLETED					
MILES COMPLETED				12.42	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				2,300 cy 200 Ton	
TOTAL QUANTITIES CORRECTED TO DATE				2,080 cy 234.2 Ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				2,080 cy 234.2 Ton	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Fair			
SATURDAY				

Routing

Pease

Morelock

Trout

Scott

Wills

Litchfield

Olson

Locker

Bond

Barbee

Walker

RECEIVED
OCT 31 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	Aggregates replaced at Rufus Maintenance yard, stockpiles shaped up, and material accepted by the State.
FRIDAY	
SATURDAY	

REMARKS

Replacement of aggregate complete, sent third notification., 10/28/66.

Mr. Putnam visited the office Tuesday and Wednesday.

SIGNED J. Stanley LOCATION The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 9-0-1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 6, 1966

I-80N-3(50)108

6777

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 30, 1966, on Contract No. 6777, Rufus-Quinton Section, in Sherman and Gilliam Counties, in connection with Federal-Aid Project Nos. I-80N-3(50)108 and I-80N-4(18)112.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: 9-7-66

Conditions noted on above date:

None

A. W. Parsons
Division Engineer

By: G. R. Brooks
G. R. Brooks
District Engineer

Ref'd to Young 9-19-66

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FQ PR-2 (REV. 9-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-100		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
4	4/18/66	Sherman
		PROJECT NO. I-80N-3(50)108

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Rufus-John Day River Section, Columbia River Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-16-66	0.00
*OTHER *(Specify)*		

FUNDS — Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 8,999	$ 8,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By T. K. Labon

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. F. Backlund
L. F. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 13255-P64

Oregon State Highway Department

Federal-Aid
Project No. I-082-3(50)108

BURNS-JOHN DAY RIVER SECTION OF THE
COLUMBIA RIVER HIGHWAY IN HARNEY COUNTY

Project Agreement Estimate

Salem, Oregon, April 7, 1966

Type Code X006
Shoulder Oiling (Sta. 187+37 to Sta. 216+00) (Sta. 259+00 to Sta. 271+36)
(Contract No. 6777)

Preparation of Old Roadbed	All Required (27%)		$ 999.00
Aggregates in Asphalt Macadam	580 cu.yds.	$7.90	4,582.00
120-150 Asphalt in Asphalt Macadam	50 tons	49.00	2,450.00
			$8,031.00
Flagging (57½ of Contractor's Cost)	All Required		150.00
	Subtotal		$8,181.00
	10% Engr. & Cont.		818.00
	Total		$8,999.00

Length of Project - - - - - - - - - - - 0.00 mi.

Federal Funds - $8,300.00

State Funds - 699.00

$8,999.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(50)108

RUFUS-JOHN DAY RIVER SECTION OF THE

COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 27, 1966

Type Code Y006
Shoulder Oiling (Sta. 187+37 to Sta. 246+00)(Sta. 259+00 to Sta. 871+86)

Preparation of Old Roadbed	All Req. (27%)		$1,080.00
Aggregates in Asphalt Macadam	580 cu.yd.	$ 7.00	4,060.00
120-150 Asphalt in Asphalt Macadam	50 ton	55.00	2,750.00
			$7,890.00
Flagging (57½% of Contractor's Cost)	All Required		$ 150.00
	Subtotal		$8,040.00
	10% Engr. & Cont.		804.00
	Total		$8,844.00

Length of Project - - - - - 0.00 Mile

Federal Funds -	$8,100.00
State Funds -	744.00
Total -	$8,844.00

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FC PR-2 (REV. 9-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-101		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4		Gilliam
		PROJECT NO.
		I-80N-4(18)112

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

John Day River Br.-Quinton Section, Columbia River Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-16-66	0.00
*OTHER (Specify)		

FUNDS

Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 26,332	$ 24,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahre

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 13255-P64

AGREEMENT PROVISIONS

By _____

_____ (Title)

By _____

_____ (Title)

By A. W. Parsons (Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 1 8 1968

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic contol as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions" without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

NONDISCRIMINATION PROVISION

13. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the President's Committee on Equal Employment Opportunity, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, creed, color or national origin. Such action shall include, but not be limited to the following:

Employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The contractor will comply with all provisions of Executive Order No. 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, and of the rules, regulations and relevant orders of the President's Committee on Equal Employment Opportunity created thereby.

(5) The contractor will furnish all information and reports required by Executive Order 10925 of March 6, 1961, as amended by Executive Order No. 11114 of June 22, 1963, and by the rules, regulations and orders of the said Committee, or pursuant thereto, and will permit access to his books, records and accounts by the Bureau of Public Roads and the Committee for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order or by rule, regulation or order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

(7) The contractor will include the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the Bureau of Public Roads may direct as a means of enforcing such provisions, including sanctions for noncompliance: **Provided, however,** that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause in any federally assisted construction work which it performs itself other than through the permanent work force directly employed by an agency of Government.

The State highway department agrees that it will cooperate actively with the Bureau of Public Roads and the President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations and relevant orders of the Committee, that it will furnish the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, and that it will otherwise assist the Bureau of Public Roads in the discharge of the Bureau's primary responsibility for securing compliance. The State highway department further agrees that it will refrain from entering into any contract or contract modification subject to Executive Order 11114 with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to Part III, Subpart D of Executive Order 10925 and will carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Bureau of Public Roads or the Committee pursuant to Part III, Subpart D of Executive Order 10925. In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this grant (contract, loan, insurance, guarantee), may refrain from extending any further assistance under any of its programs subject to Executive Order 11114 until satisfactory assurance of future compliance has been received from such State highway department, or may refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

14. REIMBURSEMENT TO THE STATE FOR CONSTRUCTION COSTS WILL BE DETERMINED ON THE BASIS OF THE CHARGES SET FORTH IN SECTION 4a OF PPM 21-7(1) DATED NOVEMBER 26, 1962, IF THERE IS AN OVERRUN IN THE CONTRACT TIME FOR PERFORMANCE.

* U.S. GOVERNMENT PRINTING OFFICE : 1964 O - 744-382

Oregon State Highway Department

Federal Aid
Project No. I-80N-4(18)112

JOHN DAY [illegible] -- UNITON SECTION OF THE

COLUMBIA [illegible] HIGHWAY IN GILLIAM COUNTY

Project Agreement Estimate

Salem, Oregon, April 7, 1966

Type Code Y006
Shoulder Filling (Sta. 336+60 to Sta. 871+86) (Cont. 6777)

Preparation of Old Roadbed	All Required (73%)		$ 2,701.00
Aggregates in Asphalt Macadam	1,720 cu.yd.	$7.90	13,588.00
140-150 Asphalt in Asphalt Macadam	150 ton	49.00	7,350.00
			$23,639.00
Flagging (57½% of Contractors Cost)	All Required		$ 300.00
	Subtotal		$23,939.00
	10% Engr. & Cont.		2,393.00
	Total		$26,332.00

Length of Project - - - - - - - 0.00 mile

Federal Funds - - - - - - -

Oregon State Highway Depnrtment

Federal-Aid
Project No. I-80N-4(18)112

JOHN DAY RIVER BR.-QUINTON SECTION OF THE
COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 27, 1966

Type Code X006
Shoulder Oiling (Sta. 386+60 to Sta. 871+86)

Preparation of Old Roadbed	All Req. (73%)		$ 2,920.00
Aggregates in Asphalt Macadam	1,720 cu.yd.	$ 7.00	12,040.00
120-150 Asphalt in Asphalt Macadam	150 ton	55.00	8,250.00
			$23,210.00
Flagging (57½$ of Contractor's Cost)	All Required		$ 300.00
	Subtotal		$23,510.00
	10% Engr. & Cont.		2,351.00
	Total		$25,861.00

Length of Project - - - - - 0.00 Mile

Federal Funds -	$23,800.00
State Funds -	2,061.00
Total -	$25,861.00

RECEIVED
APR 5 - 1966

I-80N-3(50)108

Form CO-121 (11-63) (Prea. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

6777

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 30, 1966

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-3(50)108 and I-80N-4(18)112
Rufus - Quinton Section
Oiling

As requested in Mr. Young's letter of March 28, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of March 23, 1966 in the award of contract No. 6777 to Horton Construction Co., of Portland, Oregon, low bidder in the amount of $31,670.00 at the March 10, 1966 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.
4-5-66

RECEIVED
APR 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 29 1966
FOR FILING

6777

March 28, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of March 14, 1966, is requested in the award of contract for the Rufus-Quinton Section, Project Nos. I-80N-3(50)108 and I-80N-4(18)112.

The contractor receiving the award is Morton Construction Co. of Portland in the amount of $31,670.00 with the contract No. 6777 assigned. This bid was received on March 10, 1966 and awarded March 23, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

FORM S-TH

RECEIVED
COMMISSIONERS
MAR 24 1966
SALEM, OREGON

GLENN MCCARTHY, CHAIRMAN
MCALESTER
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-80N-3(50)108
6777

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 23, 1966

Horton Construction Company
P. O. Box 11312
Portland, Oregon 97211

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6777 for the following project:

Shoulder oiling on the Rufus-Quinton Section of the Columbia River Highway, west of Arlington, in Gilliam and Sherman Counties

This award was based on your bid of $31,670.00 which was submitted to the Commission on March 10, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

RECEIVED
FEB 21 1966
FOR FILING

Form CD-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Cover
AIH
TO: Clerk Hwy

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 16, 1966

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: /s/ G. R. Brooks
G. R. Brooks
District Engineer

John Kay K
Executive

SUBJECT: Oregon Projects I-80N-3(50)108 and I-80N-4(18)112
Rufus-Quinton Section
Oiling

REFERRED TO
Yours Wheel.
By Asst. State Hwy. Engr.
2-24-66

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way and right of entry have been acquired for occupancy and contractor's use, and further that control of access rights has been obtained, with the exception of those involved with utilities, as indicated in Mr. Moehring's and Mr. Litchfield's February 3 and February 7, 1966 reports. Certification concerning utility access rights should be furnished prior to our concurrence in award. If exceptions are listed, the project will not be accepted as complete until such time when full control of access is obtained.

You are authorized to proceed with contractor's flagging included in your estimate in the amount of $450.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	January 1966
Division II - Part 3 - Surfacing & pavements	January 1966

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's February 14, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Attachment

114-1107 Woodworth Acres-Parkdale Sec. 1966
Hood River Hwy. (Grading &
#6778 Paving)

RECEIVED
SEP 19 1966
FOR FILING

114-1107

6778

September 15, 1966

[illegible] Casualty & Surety Co.
Bond Department
620 Century Tower
Portland, Oregon 97205

Gentlemen:

Contract No. 6778 awarded to B & K Paving Company for grading and paving on the Woodworth Acres-Parkdale Section of the Hood River Highway in Hood River County was completed on July 8, 1966, and accepted by the Highway Commission on September 13, 1966.

Final payment in the amount of $4,701.40 will be released to the contractor after September 22, 1966. The total contract amount is $99,679.24 including $874.24 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. H. Head, Assistant Secretary

cc: B & K Paving Company
140 N. Vista Way
Kelso, Washington

Mr. Robert B. Clarke
321 Yeon Building
Portland, Oregon 97204

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 14 1966

114-1107
6778

September 13, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 8, 1966, on Contract No. 6778. The contract was with S & K Paving Company and was for grading and paving on the Woodworth Acres-Parkdale Section of the Hood River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 13, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Fervent Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. N. Maison
J. F. Putnam

bg

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Woodworth Acres - Parkdale		WEEK ENDING: August 6, 1966
		SECTION PREFIX: 114-1107
HIGHWAY: Hood River		COUNTY: Hood River
NAME OF JOB: Woodworth Acres - Parkdale Section	KIND OF WORK: Grading & Paving	
CONTRACTOR: B & K Paving Company	CONTRACT NUMBER: 6778	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: May 3, 1966	ESTIMATED COMPLETION DATE: July 8, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 89
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99%
PROJECT AUTHORIZATION: $ 106,906.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 99,304.26	ENGINEERING AUTHORIZATION: $ 7,602.24	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 99,891.24	ENGINEERING COST TO DATE: $ 7,170.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN 0.55 %	PERCENT OF AUTHORIZATION: 94.3%	July 8, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100%	100%	100%	100%	(100%)		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.0	2.0			2.0
MILES PARTIALLY COMPLETED	2.0	2.0			2.0
MILES COMPLETED	2.0	2.0			2.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	$22,646.00	1,980 cy			5,700 tons
TOTAL QUANTITIES CORRECTED TO DATE	$22,823.15	2,645 cy			5,692 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	$22,823.15	2,645 cy			5,692 tons
AVERAGE DAILY QUANTITIES	-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK:

None Used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	-		Project completed.
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	P. Cloudy			
FRIDAY	Fair			
SATURDAY	Fair			

Routing

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Projedt completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office personnel finished Semi-Final Estimate Data and submitted it mk to the Division Office on Friday this week.

This will be the last Engineer's Weekly Report for this project.

SIGNED Richard S. Hawkins, Res. Eng'r.

LOCATION P. O. Box 122, The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FORM E-158

RECEIVED
MAR 28 1966
FOR FILING

COMMISSIONERS
GLENN JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
PORTLAND
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD OLSEN, SECRETARY
SALEM

114-1107

6114

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 23, 1966

B and K Paving Company
140 West Vista Way
Kelso, Washington

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6778 for the following project:

Grading and paving on the Woodworth Acres-Parkdale Section of the Hood River Highway, south of Hood River in Hood River County.

This award was based on your bid of $94,028.00 which was submitted to the Commission on March 10, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

RECEIVED
MAR 1 - 1966
FOR FILING
114-1107
6778

February 22, 1966

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

495

Safety Projects,
State-Financed

Dear Sir:

We are submitting data for two State-financed Safety Improvements. These projects were selected on the basis of roadway hazards as determined by engineering judgment and accident records.

A copy of Safety Improvement Data and one set of reduced plans are enclosed for each of the following listed projects which are to be contracted at the March 10, 1966 bid opening.

1. Woodworth Acres-Parkdale Section of the Hood River Highway, FAS-356, in Hood River County. The estimated cost is $145,000.

4. Pelton Dam Road-Agency Plains Section of the Warm Springs Highway, FAP-44, in Jefferson County. The estimated cost is $455,000.

We hereby request that the State be given credit for these Safety Projects on the first quarter of the over-all four-year program. The total estimated cost of the two projects is $360,000.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

BMC:bb
cc: Mr. F. B. Klaboe
Mr. L. E. George
Mr. R. H. Chase
Mr. B. L. Gifford

dworth Acres-Parkdale Section

SAFETY IMPROVEMENT PROJECT

Date February Highway Hood River

Route No. FAS 356 Highway No. 281 M.P. 14.74 to M.P. 16.74

Urban ☐ Rural ☒

Accidents from 1-63 to 7-65 Average Daily Traffic 987

Total Accidents 13 Persons Injured 10 Persons Killed 0 Accident Rate 4.81

Design Speed - No. Lanes 2 Parking no Type Terrain -

Alignment: Horz. - Vert. - Shoulders 0'-2'

Type of improvement Widen and repave existing 20'-22' roadway to provide a 24' roadway with two 4' paved shoulders. Pave 32 road approaches and road connections.

Estimated cost of improvement: $ 105,000

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other _____ (State-City)

FAI ___

Remarks: The existing narrow roadway together with the numerous road approaches and road connections constitute a hazard on this section of roadway. The proposed improvement should reduce this hazard.

I-5-1(61)23 Suncrest Safety Rest Area, Pacific Hwy. 1966
#6779 (Drilling wells)

RECEIVED
OCT 14 1966
FOR FILING
I 6-1 (61) CE
6779

October 14, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 9, 1966, on Contract No. 6779. The contract was with Fred Robertson Drilling Co. and was for drilling wells in the Somerset Safety Rest Area on the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 14, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. M. Young
I. D. Merchant
C. H. Maison
L. R. Chandler

bg

RECEIVED
OCT 17 1966
FOR FILING

I-5-1(61)23

6779

October 14, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6779 awarded to Fred Robertson Drilling Company, for drilling wells in the Suncrest Safety Rest Area on the Pacific Highway in Jackson County was completed on July 9, 1966, and accepted by the Highway Commission on October 14, 1966.

Final payment in the amount of $102.50 will be released to the contractor after October 21, 1966. The total contract amount is $1,025.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

E

cc: Fred Robertson Drilling Company
11516 Dennis Road
Central Point, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 26 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-1(61)23
6779

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 12, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

RECEIVED
JUL 13 1966

Dear Sir:

This is to advise you that work was completed on July 9, 1966, on Contract No. 6779, Sunset Safety Rest Area Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(61)23.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RECEIVED
JUL 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 7-22-66

NOTED
F. R. KABOE

Conditions noted on above date:

A final inspection was performed on the subject project (Suncrest Safety Rest Area) on 7-19-66. The work has been completed in conformance with the contract specifications

CTC

A. W. Parsons
Division Engineer

By: M. E. Martin
District Engineer

Rec'd by Young 7-26-66

RECEIVED
JUL 5 1966
FOR FILING

I-5-1(61)23
6779

July 1, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 28, 1966, on Contract No. 6779, Suncrest Safety Rest Area Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(61)23.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

VG:ed

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 8-64)	STATE
4-149	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY: Jackson
4 F 1 1	1-19-66	PROJECT NO.: I-5-1(61)23

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Suncrest Safety Rest Area (Southbound).

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-16-66	0.00
*OTHER *(Specify)*		

FUNDS

Fro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,950	$ 4,560.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By T. B. Klabre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

BY A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1966

USCOMM-DC 13288-P64

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(61)23

SUNCREST SAFETY REST AREA (SOUTHBOUND) OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

Project Agreement Estimate.

Salem, Oregon, April 7, 1966

Type Code Yo21
Well Construction (Est. 1164+00)(Contract No. 6772)

Moving Cost	All Required		$ -
Drilling Wells, 0-50 Feet Deep	150 lin.ft.	$ 3.50	525.00
Drilling Wells, 50-100 Feet Deep	150 lin.ft.	3.50	525.00
Drilling Wells, 100-150 Feet Deep	150 lin.ft.	3.50	525.00
Furnish and Install Well Casing	110 lin.ft.	3.50	385.00
Furnish and Install Well Liner	250 lin.ft.	3.00	750.00
Developing Wells	2 only	160.00	320.00
Pumping Tests	12 hour	35.00	420.00
Standby Time	30 hour	30.00	900.00
Abandonment of Holes	1 only	75.00	75.00
Filling Abandoned Holes	150 lin.ft.	0.50	75.00
	Subtotal		$4,500.00
	10% Engr. & Cont.		450.00
	Total		$4,950.00

Length of Project - - - 0.00 Miles

Federal Funds -	$4,560.00
State Funds -	390.00
Total -	$4,950.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1949; Chap. 549, Laws 1953.
State Funds for Maint.: Chap. 549, Laws 1953.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(61)23

SUNCREST SAFETY REST AREA (SOUTHBOUND) OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

P. S. & E. ESTIMATE

Salem, Oregon, February 3, 1966

Type Code Y021
Well Construction (Sta. 1152+00)

Moving Cost	All Required		$ 150.00
Drilling Wells 0-50 feet Deep	150 lin.ft.	$ 5.00	750.00
Drilling Wells 50-100 feet Deep	150 lin.ft.	6.00	900.00
Drilling Wells 100-150 feet Deep	150 lin.ft.	7.00	1,050.00
Furnish and Install Well Casing	110 lin.ft.	5.00	550.00
Furnish and Install Well Liner	250 lin.ft.	3.00	750.00
Developing Wells	2 only	150.00	300.00
Pumping Tests	12 hours	14.00	168.00
Standby Time	30 hours	11.00	330.00
Abandonment of Holes	1 only	100.00	100.00
Filling Abandoned Holes	150 lin.ft.	0.40	60.00
		Subtotal	$5,108.00
		10% Engr. & Cont.	510.00
		Total	$5,618.00

Length of Project - - 0.00 Miles

Federal Funds - - - - $5,100.00
State Funds - - - - - 518.00

$5,618.00

D.
APR 21 ...
FILE...

I-5-1(61)23

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6779

TO : ~~Mr. Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: April 13, 1966

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(61)23
Suncrest Safety Rest Area
Well Construction

As requested in Mr. Young's letter of April 11, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of March 23, 1966 in the award of contract No. 6779 to Fred Robertson Drilling Co., of Central Point, Oregon, low bidder in the amount of $4,500.00 at the March 10, 1966 bid opening.

REFERRED TO
Asst. State Hwy. Engr.
4-21-66

RECEIVED
APR 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 12 1966
FOR FILING

I-5-1(61) 23
6779

April 11, 1966

Mr. A. E. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of March 14, 1966, is requested in the award of contract for the Suncrest Safety Rest Area, Project No. I-5-1(61)23.

The contractor receiving the award is Fred Robertson Drilling Company of Central Point, in the amount of $4,500.00, with the Contract No. 6779 assigned. This bid was received on March 10, 1966, and awarded March 23, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads PR 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceeding which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractors' operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

RECEIVED
MAR 28 1966
FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible]
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

I-5-1(61)-23
6779

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 23, 1966

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Fred Robertson Drilling Company
1116 Dennis Road
Central Point, Oregon

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6779 for the following project:

Drilling wells for the Suncrest Safety Rest Area on the Pacific Highway, south of Medford, in Jackson County

This award was based on your bid of $4,900.00 which was submitted to the Commission on March 10, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
C. D. Matthis (SIC)
Mark Astrup

RECEIVED
FEB 24 1966

Form CD-121 (Rev. 8-63) (Prom. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

1 LLA 1306

(61) 23

TO 6779 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 16, 1966

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(61)23
Suncrest Safety Rest Area
Well construction

REFERRED TO
Young w/encl.
By Asst. State Hwy. Engr. 2-24-66

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use, and further that control of access rights has been obtained, with the possible exception of those involved with utilities, as indicated in Mr. Moehring's and Mr. Litchfield's February 3 and February 7, 1966 reports. Certification concerning utility access rights should be furnished prior to our concurrence in award. If exceptions are listed, the project will not be accepted as complete until such time when full control of access is obtained.

For future projects, it is recommended that the Special Provisions be revised to clarify the basis for paying "Standby Time" under the contract item. A prospective bidder may interpret the present article to mean that standby time will be paid any time work is ordered suspended, whether for the State to determine the feasibility of continuing as is the intent or for conditions necessitating suspension under Article 8.6.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	January 1966

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

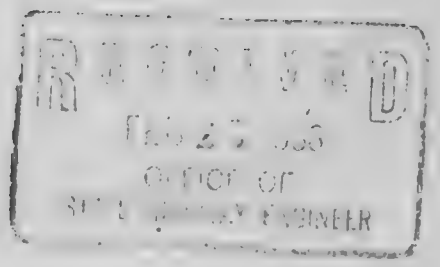
Mr. Young's February 14, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1965 memorandum and supplements thereto as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

Attachment



RECEIVED
FEB 14 1966
Commissioners
Bend
Chairman
Wayne E. Phillips, Baker
Vice Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

I-1(61)23

6779

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing

RECEIVED
FEB 14 1966
CONSTRUCTION
DIVISION

Litchfield
Olson

February 11, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of January 20, 1966, which referred to the plan title sheets for five proposed projects. The following four projects have been reviewed and are approved, as no conflict with wildlife resources is anticipated:

1. McMinnville Section, Three Mile Lane Highway, Yamhill County.
2. Suncrest Safety Rest Area, Pacific Highway, Jackson County.
3. Columbia River(Astoria)Bridge Approach, Oregon Coast Highway, Clatsop County.
4. Cornelius Pass Road-Barnes Road Section, Sunset Highway, Washington County.

We will reply separately on the other project, "Wallowa River (M.P.60) Bridge Section, Wallowa Lake Highway." Our regional people are investigating this proposal, with the intent that sufficient precautions will be taken to prevent damage to fishery values of the Wallowa River.

Thank you for the opportunity of reviewing these proposals.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC
2-14-66 Copies to:
F. B. Klaboe
L. H. Young
T. C. Roake
Frank Hall (5)
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (4)
L. R. Chandler (2)
A. F. Parson (2)
fp

RECEIVED
FEB 5 - 1965
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

I-5-1(15)59
6779

February 3, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

08-35.EC

By: M. E. Martin
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-1(15) & (49)59 6241
6340 —12th Street-North Ashland & South Ashland-Wall Creek

Mr. Morgan's November 2, 1964 letter referring to our March 27 memorandum, submitted the plan sheets for property needed for the Suncrest Rest Area.

Approval, as requested, is granted subject to the usual borrow pit restrictions.

Original to Morgan
cc Young
2-4-65

NOTED
LLOYD P. SHAW

16-1106 Pelton Dam Rd.-Agency 1960
Plains Sec., Warm Springs Hwy.
#6780 (Grading and paving)

RECEIVED
JAN 19 1967
FOR FILING

16-1106
6780

January 19, 1967

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

Contract No. 6780 awarded to Page Paving Company, for grading and paving on the Pelton Dam Road-Agency Plains Section of the Warm Springs Highway in Jefferson County was completed on September 2, 1966, and accepted by the Highway Commission on January 18, 1967.

Final payment in the amount of $10,996.28 will be released to the contractor after January 26, 1967. The total contract amount is $198,053.15 including $5,134.10 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 19 1967
FOR FILING

10-1104
6-180

January 18, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 2, 1966, on Contract No. 6780. The contract was with Page Paving Company and was for grading and paving on the Fulton Dam Road-Agency Plains Section of the Warm Springs Highway in Jefferson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 18, 1967, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Pelton Dam Road - Agency Plains		WEEK ENDING: Oct. 15, 1966
		SECTION PREFIX: 16-1106
HIGHWAY: Warm Springs		COUNTY: Jefferson
NAME OF JOB: Pelton Dam Road-Agency Plains	KIND OF WORK: Grading and Paving	
CONTRACTOR: Page Paving Co.	CONTRACT NUMBER: 6780	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: March 18, 1966	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN / SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 145
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 121
PROJECT AUTHORIZATION: $ 232,251.75	ENGINEERING AUTHORIZATION: $ 16,515.68	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 215,736.07	ENGINEERING COST TO DATE: $ 14,800	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 200,200	PERCENT OF AUTHORIZATION: 90 %	DATE PROJECT WAS COMPLETED: Sept. 2, 1966
ESTIMATED PERCENT [redacted] underrun: 7 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.57	1.57		1.57	1.57
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.57	1.57		1.57	1.57
TOTAL ESTIMATED QUANTITIES (CONTRACT)	59,000 CY	17800T 3980T		100CY 20T	8200T 450T
TOTAL QUANTITIES CORRECTED TO DATE	53,721	14890 4674		110 20	8173 408
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	53,721	14890 4674		110 20	8173 408
AVERAGE DAILY QUANTITIES	c	o m p l	e t	e	d
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Morgan 777
Decker
Bond B
Barbee
Walker

ROUTING
E

RECEIVED
OCT 1966
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate submitted to Division Office 10-12-66.

Final Report

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
MAR 28 1966

GLENN L. JACKSON, CHAIRMAN
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

16-1106

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 23, 1966

Page Paving Company
P. O. Box 2206
Salem, Oregon 97306

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6760 for the following project:

Grading and paving on the Pelton Dam Road-Agency Plains Section of the Warm Springs Highway, northwesterly of Madras, in Jefferson County

This award was based on your bid of $204,296.00 which was submitted to the Commission on March 10, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (5 I/C)

RECEIVED
FEB 16 1966
FORM B-3029—SOM—12-63 84877

FOR FILING
Hwy 16-1166
Lafkas
Loc 6780
Spec

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1966

SUBJECT: Proposed Highway Safety Improvement Projects

To: F. B. Klaboe
Asst. State Highway Engineer
B U I L D I N G

Transmitted, herewith, for your use in Safety Improvement Project programming are documentation data for the following projects:

South Fork Coquille River (White) Bridge Section, Power Highway, Coos County.
Jack Creek-Antelope Creek Section, I.O.N. Highway, Malheur County.
Woodworth Acres-Parkdale Section, Hood River Highway, Hood River County.
Pelton Dam Road-Agency Plains Section, Warm Springs Highway, Jefferson County.
McVay O'Xing Section, McVay Highway, Lane County.
Cedar Hills Boulevard Interchange Section, Sunset Highway, Multnomah County.
Ranch Road (Reedsport) O'Xing Section, Oregon Coast Highway, Douglas County.

The McVay O'Xing project is warranted on the basis of high accident experience. The Cedar Hills Boulevard Interchange project is justified on a combined basis of high accident incidents and engineering judgment. The remainder of the above listed projects are justified on the basis of engineering judgment.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

ODJ:djb
Enc.
cc: Tom Edwards

2-18-66
Orig. & 2 to Handle with BPR.

Pelton Dam Road-Agency Plains Section

SAFETY IMPROVEMENT PROJECT

Date February Highway Warm Springs

Route No. FAP 44 Highway No. 53 M.P. 108.9 to M.P. 110.5

Urban ☐ Rural ☒

Accidents from 1-63 to 7-65 Average Daily Traffic 2282

Total Accidents 15 Persons Injured 11 Persons Killed 0 Accident Rate 2.40

Design Speed - No. Lanes 2 Parking no Type Terrain mtn.

Alignment: Horz. 10° curve (max.) Vert. 5% constant Shoulders 4' gravel

Type of improvement Widen and repave existing 22' roadway to provide two 12' travel lanes, a 12' climbing lane. Widen and pave an 8' shoulder adjacent to the favorable grade travel lane and a 4' shoulder adjacent to the climbing lane. Install guard rail.

Estimated cost of improvement: $ 255,000

PROGRAM

FAP	___	FASC	___
FAS	___	State	x
FAU	___	Other	_____ (State-City)
FAI	___		

Remarks: The present narrow roadway--two 11' travel lanes with 4' shoulders--coupled with the long adverse grade (5%) constitutes a hazardous passing condition which will be eliminated by this improvement. The installation of guard rail in areas of high embankment will also reduce the accident potential on this section of roadway.

Madras - Jefferson County

CHAMBER of COMMERCE

Phone
475-2432 (Area Code 503)

Box 621
Madras, Oregon 97741

FEBRUARY 8, 1966

OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

GENTLEMEN:

THE MADRAS-JEFFERSON COUNTY CHAMBER OF COMMERCE WISH TO URGE THAT YOU TAKE VERY EARLY ACTION ON CONSTRUCTION OF A THREE LANE STRETCH OF HIGHWAY UP THE WARM SPRINGS GRADE ON HIGHWAY 26 FROM THE PELTON JUNCTION TO AGENCY PLAINS. DRIVING HAS BECOME VERY HAZARDOUS ON THIS GRADE BECAUSE OF THE MANY TRUCKS WHICH USE THIS ROUTE AND OUR HEAVY INFLUX OF TOURISTS WITH BOATS AND TRAILERS. VISIBILITY FOR PASSING IS VERY POOR BEHIND THESE VEHICLES. WE SINCERELY FEEL THAT THIS IS ONE SHORT STRETCH OF OREGON HIGHWAY THAT IS SERIOUSLY IN NEED OF IMMEDIATE IMPROVEMENT. YOUR ATTENTION TO THIS MATTER WILL BE GREATLY APPRECIATED. MAY WE HAVE A FAVORABLE REPLY TO THIS IMPORTANT REQUEST?

VERY TRULY YOURS,

Louise R. Irving

LOUISE R. IRVING, SECRETARY
MADRAS-JEFFERSON COUNTY CHAMBER OF COMMERCE

RECEIVED
FEB 9 1966
OREGON
STATE HIGHWAY COMMISSION

23-1112	Harney Co. Line-Chimney Cr. Sec., Central Oregon Hwy.	1966
#6781	(Stone base and paving)	

RECEIVED
JAN 26 1967

FORM E-30X—80M—7-66

SP°23657-734

FOR FILING

6781

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1967

SUBJECT: Harney County Line-Chimney Creek
Contract No. 6781
Contractor's Claim

To: Mr. A.F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

ATTENTION: Mr. H.S. Coulter

I have studied your January 6 letter and attachments and other project records here. This concerns L.W. Vail's claim for additional compensation because of the bridge widening contract that was performed within the limits of the paving contract, but with no notice to the paving contractor.

L.W. Vail's contract was awarded March 23, 1966. The bridge widening job covering the three Chimney Creek structures was awarded May 23, 1966, and was completed concurrently with the paving work. There would seem to be a sound argument here that we had imposed a change in the character of part of the paving work due to the one-way signals at the bridge sites and a possible delay in availability of the bridge locations for paving. Analyses made to date, however, do not bear this out, as you point out in your own conclusions.

CONTRACTOR'S CLAIM	PRODUCTION COMPARISONS West End (Closest to material source and plant setup)	 East End (Past the bridges -- same equipment)
1) Base Rock Claim for 27,132 cu. yds. at 14¢ = $3,798.48	173 yds. per hour 1.9 mi. average haul	159 yds. per hour 4.7 mi. average haul
2) A.C. 16,287 tons at 10¢ = $1,628.70		
Patching Top Lift	7.4 min. per load 5.47 min. per load	7.8 min. per load 5.55 min. per load

NOTED
F.B.K.

3) Blade Patching at Bridges: $405.59 claimed

This equals $2.60 per ton for the actual 156 tons used versus $2.84 per ton average derived for the roadway patching. The alleged higher cost for the bridge deck work is therefore not proven.

4) Additional Paving Costs for August 25 between Bridges: $2,296.77 claimed (73% of one day's operational costs)

This was actually the last day of paving and the approaches (there were only two of them) were paved on this day also. As you have pointed out, the shorter runs (1500 feet and 1600 feet) between the bridges had to be paved sometime, regardless of the bridge work.

The project was completed within the 150 day time allowed. Though we seem vulnerable due to the bridge interference, our conclusion is that nothing is proven or justified so far. At this point, we cannot concur in any adjustment, but would gladly reconsider if the contractor could come up with some better figures.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:sg

cc: F.B. Klaboe

RECEIVED
NOV 18 1966
FOR FILING

23-1112
6781

November 18, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed September 7, 1966, on Contract No. 6781. The contract was with L. W. Vail Co., Inc. and was for stone base and paving on the Harney County Line-Chimney Creek Section of the Central Oregon Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be presented to you for confirmation at the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

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NOV 21 1966

FOR FILING
13-1112
6781

November 18, 1966

U.S. Fidelity and Guaranty Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 6781 awarded to L.W. Vail Company for stone base and paving the Harney County Line-Chimney Creek Section of the Central Oregon Highway in Malheur County was completed on September 7, 1966, and accepted by the Highway Commission on November 18, 1966.

Final payment in the amount of $11,716.40 will be released to the contractor after November 28, 1966. The total contract amount is $232,972.48 including $2,182.56 for work performed under forces account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C.W. Read, Assistant Secretary

fhs

cc L.W. Vail Company, Inc.
P.O. Box 847
Pasco, Washington 99301

L.H. Young
C.H. Maison
Attn: John Herr

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Harney County Line–Chimney Creek	WEEK ENDING: October 21, 1966
		SECTION PREFIX: 23-1112
	HIGHWAY: Central Oregon	COUNTY: Malheur
NAME OF JOB: Harney County Line–Chimney Creek	KIND OF WORK: Stone Base and Paving	
CONTRACTOR: L.W. Vail Company, Inc.	CONTRACT NUMBER: 6781	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: June 10, 1966	ESTIMATED COMPLETION DATE: September 7, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 150
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $383,702.63	ENGINEERING AUTHORIZATION $27,285.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $356,417.11	ENGINEERING COST TO DATE $14,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $358,005.75		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 0.4 %	PERCENT OF AUTHORIZATION 53 %	September 7, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		5.45			5.45
MILES PARTIALLY COMPLETED		5.45			5.45
MILES COMPLETED		5.45			5.45
TOTAL ESTIMATED QUANTITIES (CONTRACT)		28,575 CY			17,200 Ton
TOTAL QUANTITIES CORRECTED TO DATE		27,152 CY			16,287 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		27,152 CY			16,287 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	No report from this area.			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Baker
Bond
Barbee
Walker
Smith

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OCT 28 1966
CONSTRUCTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity - contract completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to division office Friday, October 21, 1966.
This will be the final report on this project.

SIGNED P. J. Smith
Resident Engineer

LOCATION 3280 East Idaho Ave.
Ontario, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

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NOV 15 1966
FOR FILING

23-1112
6781

NOA
10-6-66

October 12, 1966

C. B. Construction Company
22 West Alder
Walla Walla, Washington 99362

Gentlemen:

On April 27, 1966, we wrote to you concerning payment of the 5 percent bid bond submitted with your proposal for the Harney County Line-Chimney Section of the Central Oregon Highway in Malheur County. Since that time, your claim of an honest mistake has been reinvestigated and there have been several conferences with you and your attorney.

This matter was reconsidered by the Highway Commission at its meeting, October 6, 1966. In view of the facts and circumstances as they are now determined, the Commission ordered that the 5 percent bid bond in the sum of $7,246.61 be released.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

JR

cc Fireman's Fund Ins. Company
3333 California Street
San Francisco, California

NOTED ON CARD
file

R. L. Porter
F. B. Klaboe
Victor Wolfe
L. H. Young
Frank Nonyan
C. H. Nelson
A. F. Parsons

FORM S-122X 80M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 10, 1966

Mr. Norman B. Kobin
Attorney at Law
314 Oregon Bank Building
Portland, Oregon 97204

Re: C. B. Construction Company Bid
Harney County Line-Chimney Creek Sec.
Central Oregon Highway
Contract No. 6781

Dear Mr. Kobin:

I have been requested to inform you that the State Highway Commission, after reconsidering all the facts and circumstances concerning your client's claim of error in his bid on the above-mentioned project and contract, has directed its Secretary to release your client's bid bond.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: R. L. Porter
Floyd Query
G. E. Rohde
Al Johansen

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AUG 15 1966

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1966

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: C. B. Construction Company Bid
Contract No. 6781
Harney County Line-Chimney Creek Section
Central Oregon Highway

Building

You will recall that on the above matter we made a claim upon the bidder for the forfeiture of his $7,345.61 bid bond due to the contractor's failure to accept the contract as low bidder.

Correspondence was received from the contractor's attorney, Norman B. Kobin, and subsequently a conference was held with Mr. Kobin. At this conference Mr. Kobin informed us that he would discuss the possibility of a cash settlement with his client, solely for the purpose of avoiding possible litigation, although, in his opinion, a patent error along with excusable neglect occurred in the bid.

On August 8 Mr. Kobin advised the undersigned that he would recommend his client pay to the State Highway Department the sum of $500 to settle the dispute.

We would be happy to discuss this matter with you further if you so desire.

Frank

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: G. E. Rohde
A. H. Johansen

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AUG 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 14 1966

FOR FILING

22-1112

6781

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1966

To: MEMORANDUM TO FILE:

SUBJECT: Harney County Line-Chimney Creek Section
Central Oregon Highway
Contract No. 6781
C. B. Construction Company Bid

NOTED
R. L. PORTER

On June 10 a meeting was held on the above matter between Messrs. R. L. Porter, Norman B. Kobin, G. E. Rohde, and the undersigned, with respect to Mr. Kobin's request for the Commission to cancel Clarence Braden's bid bond on the above contract. The reason for the request was on the basis that Mr. Braden had made an error in his computations of some $34,000 when submitting his bid.

The error consisted of Mr. Braden failing to add a $2.00 per yard aggregate figure which he was to furnish to the subcontractor's bid of $3.30 for asphaltic concrete. As a result he submitted a unit price bid of $3.30 rather than $5,30 per yard, resulting in a total bid of $146,932.25. The next lowest bid was $236,184.00. The second bidder was awarded the contract after Mr. Braden refused to accept the contract on his original bid.

Mr. Kobin pointed out that the day after the bid opening Mr. Braden contacted A. F. Parson, Division Engineer. He believed this date was Friday, March 11, 1966. He was advised by Mr. Parson to contact Mr. Porter, which he did on the following Monday, March 14, 1966. At that time he explained to Mr. Porter his mistake and requested that the deficient amount be added to his bid and then he would accept the contract.

Mr. Porter rejected this offer on the basis that the Commission could not possibly allow bidders who made mistakes to subsequently come in and correct their mistakes after bid openings.

Mr. Kobin pointed out that all of the elements were present in this situation which have been considered by the Oregon Supreme Court; to-wit, a noticeably small bid for the size of the project, coupled with the bidder's immediate notice to the Commission that a mistake had been made and the

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JUN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

exact nature of the mistake made. All of these elements occurred prior to the Commission having accepted the bid and tendering the contract to the low bidder for signature.

Following Mr. Kobin's presentation, a general discussion was held with respect to Commission policy, the possibility of the Commission requesting legal proceedings, and the possibility of reaching some compromise.

The meeting was closed with the promise by Mr. Kobin to contact his client and determine whether he would be interested in some type of a financial compromise, or whether he would rather seek legal action and have the court determine whether he owes all or nothing.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: R. L. Porter
F. B. Klaboe
G. E. Rohde

exact nature of the mistake made. All of these elements occurred prior to the Commission having accepted the bid and tendering the contract to the low bidder for signature.

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The meeting was closed with the promise by Mr. Kobin to contact his client and determine whether he would be interested in some type of a financial compromise, or whether he would rather seek legal action and have the court determine whether he owes all or nothing.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: R. L. Porter
F. B. Klaboe
G. E. Rohde

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MAY 3 - 1966
FOR FILING

23-1112

6781

May 3, 1966

Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Attention: Mr. Norman B. Kobin

Gentlemen:

This morning we received your letter of May 2 concerning C. B. Construction Company's refusal to enter into Contract No. 6781 for work on the Harney County Line-Chimney Creek Section of the Central Oregon Highway in Malheur County.

Your letter is being referred to our Chief Counsel and to the State Highway Engineer for their information.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

cc: Forrest Cooper
George Rohde

NORMAN G. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

CAPITOL 3-1108

May 2, 1966

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. Floyd Query
Secretary

Subject: C B Construction Company Bid
Harney County Line - Chimney
Creek Section, Central Oregon
Highway in Malheur County

Gentlemen:

Your letter of April 27, 1966, addressed to C B Construction Company has been referred by that organization to this office for answer.

We have carefully reviewed the facts with Mr. Braden, one of the partners. We believe that the demand for forfeiture of the $7,346.61 bid bond is improper. C B Construction Company made an obvious and material mistake of fact in the bid which it submitted. The mistake was an honest one. It was not the result of any culpable fault on its part. The bid did not truly reflect the intention of the bidder and hence was no bid at all. The mistake was called to the attention of the Highway Department promptly after the opening of the bid and discovery of the mistake, and before any attempt was made to award the contract.

Bids were opened on subject contract on March 10, 1966. That afternoon Mr. Braden was notified of the results of the bidding. C B was low bidder at $146,932.25. The next low bidder was significantly higher at $236,184. The inordinate difference of approximately $90,000 put Mr. Braden on notice of a possible error in bid. He thereupon undertook a review of the bid schedule.

NOTED
FLOYD QUERY

State Highway Department
Attention: Mr. Floyd Query
Secretary

May 2, 1966

Such review disclosed that a unit price of $3.30 per ton for Bid Item No. 8, entitled "Class B Asphaltic Concrete Mixture", had mistakenly been set in the bid schedule. The intended bid was $5.30 per ton for this item. This resulted in a material mistake of $34,400. The mistake was occasioned by the following:

C B solicited and obtained a subcontract price of $3.30 for furnishing and placing of the asphalt to perform this item. C B was to furnish the crushed aggregate for this item. It had assembled a bid estimate of $2.00 for its phase of the work. The unit estimate therefore was intended to be the sum total of these two figures, or $5.30. In transposing the estimate for this item to the bid schedule, it erroneously used the subcontract price of $3.30 only and neglected to use the total price of $5.30.

After this determination was made, and on March 11, 1966, Mr. Braden called this error to the attention of Mr. Parsons, Division Engineer at LaGrande. He was shown the evidence in support of the mistake and immediately recognized the error. Mr. Parsons suggested that Mr. Braden meet with Mr. R L. Porter, Deputy State Highway Engineer, and arranged a meeting for the following Monday, March 14, 1966.

Mr. Braden met with Mr. Porter and pointed out the mistake and the manner in which it was made. Mr. Braden hand delivered a letter dated March 14, 1966, to Mr. Porter at that time, wherein he called to the Department's attention the mistake as made in the bid. Mr. Porter advised that the Commission could not permit a correction in bid, but could either reject all bids or award the contract to the next low bidder. Mr. Braden's letter not specifically asking for a return of the bid bond on the basis of a mistake, Mr. Porter suggested that a P.S. be attached to the letter before it was left with him, specifically asking that he be relieved of his mistake in bid and that the bid bond be returned. This, we understand, was done.

State Highway Department
Attention: Mr. Floyd Query
Secretary

May 2, 1966

We are not aware of any award made of this contract to C B Construction Company prior to your letter of April 27, 1966.

A review of the bid tabulation sheets is conclusive of the fact that the error was a palpable one and one which should have been obvious to the State at the time of the bid opening. On Item 8 alone the other bids range from a low of $5.47 to a high of $7.80.

To accept the bid under these circumstances would, in the eyes of the law at least, appear unconscionable and the bidder should therefore be relieved of his bid, and his bid bond should be returned.

We are reasonably sure that if the facts are as we have related them that your legal department would concur with the thoughts contained in this letter. We would be happy to meet with any of your authorized representatives and discuss this matter further.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

NBK:dc

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MAY 3 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 18 1966
FOR FILING

22-1112
4781

April 27, 1966

C. B. Construction Company
22 West Alder
Walla Walla, Washington 99362

agenda
apr 21.1966
3W

Gentlemen:

On March 10, 1966, you submitted a bid proposal on the Harney County Line-Chimney Creek section of the Central Oregon Highway in Malheur County in the amount of $146,932.25.

Subsequently, by letter of March 19, 1966, you stated that it would be impossible for your company to do the job. In another letter you made the statement that a mistake had been made in preparing your bid on this contract and you asked that you be relieved of your obligation under the 5 percent proposal bond.

This matter was presented to the Highway Commission at its meeting April 21 and after careful consideration the Commission decided to make demand upon you and your surety, Fireman's Fund Insurance Company, for the amount of the bid bond which is 5 percent of the bid of $146,932.25 or $7,346.61.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

cc: Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

R. L. Porter
F. B. Kiehe
Victor Wolfe
L. M. Young
P. D. Morgan
C. M. Nelson
A. F. Parsons

Rod McKinney
Civil Tech

RECEIVED
APR 18 1966
FOR FILING 23-1113
6781

April 18, 1966

L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

Gentlemen:

We are returning two copies each of Contract No. 6781 for work on the Central Oregon Highway in Malheur County; Contract No. 6782 for work on the Hermiston Highway in the City of Hermiston; and Contract No. 6786 for paving on the John Day Highway in Gilliam County.

On each of these contracts you will note that the authority of Hilda S. Campbell as Attorney-in-Fact has not been approved by the State Insurance Department.

For many years it has been our policy to rely upon the State Insurance Department as to the authority of Resident Agents and Attorneys-in-Fact who sign our contracts.

For your information we quote the following sentence from the 1964 Standard Specifications page 752:

> "The bond must be written by a surety company authorized to do business in the State of Oregon, and must be signed by an authorized attorney-in-fact and countersigned by an authorized resident agent."

Will you please ask Hilda Campbell to become properly registered with the State Insurance Department as an Attorney-in-Fact or have the contracts signed by someone who is registered.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf
Attachments (6)

cc: Mr. George Rohde
State Insurance Commissioner

FORM E-30 80M 7-64 SP*6228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1966

To: Mr. Floyd Query, Secretary
State Highway Commission

SUBJECT: Contract No. 6773
Performance Bond - Execution by
Attorney-in-Fact

L Building

Pursuant to your recent request, we have examined the above contract, as well as several other currently pending contracts, involving the same problem.

The performance bond submitted with the above contract was executed by the bonding company, through a purported "attorney-in-fact" residing in Nebraska, whose authority is said to be shown by an instrument affixed to the contract and bond. It is also countersigned by a resident agent authorized as such in the State of Oregon.

Once in the past, on Contract No. 6470, we accepted a bond for the same contractor which was executed by the same surety company, through the same attorney-in-fact. In that instance, Contract No. 6470, the Insurance Commissioner did not unequivocally approve the form of the bond, since the attorney-in-fact was not registered or licensed by the Insurance Department of this state.

The same thing has now happened on Contract No. 6773. The Insurance Commissioner has approved the bond as to authority of the resident agent, but not as to authority of the attorney-in-fact.

Under these circumstances, it is my recommendation that the bond not be accepted. It has long been the practice of this Department, as well as all other state agencies (so far as we have been able to determine), not to accept a bond unless it is approved by the Insurance Department. The one contrary instance in the past was doubtless the result of an oversight, and did not reflect a change of policy.

After a conference with the Chief Deputy Commissioner of the State Insurance Department, it was determined that

that office will not approve a bond which has not been executed by an attorney-in-fact licensed or registered with their Department. This does not prohibit the issuance of bonds by non-resident insurance agents and brokers, since our Insurance Department can and does license a large number of non-resident agents and brokers.

There can be little doubt that we are justified in refusing to accept this bond. Our current "Instructions to Bidders" provides in part as follows:

> "The performance bond to be furnished by the successful bidder shall be the bond of a surety company authorized to transact business in the State of Oregon, which bond must be in all respects satisfactory and acceptable to the State Highway Commission. The amount of the performance bond shall be the same as the amount of the contract. A speciman copy of the bond appears in the appendix of the 'Standard Specifications'."

In the current Standard Specifications (1964 Edition), the appendix contains a speciman form of performance bond. Following that form, on page 752, are set forth "Instructions for Signing of Contract and Bond." In those instructions it is clearly stated that:

> "The bond must be written by a surety company authorized to do business in the State of Oregon, and must be signed by an authorized attorney-in-fact and countersigned by an authorized resident agent."

Accordingly, where, as in this instance, the bond has not been signed by an authorized attorney-in-fact, it is contrary to the instructions set forth in the Standard Specifications and, by reference, to the Instructions to Bidders. Also, under the Instructions to Bidders, we are not required to accept the bond unless it is "in all respects satisfactory." We regard it as reasonable and proper that we rely upon the State Insurance Department for a determination whether a particular attorney-in-fact is or is not "authorized."

The same situation appears to exist with regard to Contract Nos. 6781, 6782, and 6786, recently submitted by

L. W. Vail Co., Inc. On each of these contracts, also, the Insurance Department has indicated that the attorney-in-fact executing the bond for the surety company is not authorized in this state. Accordingly, those bonds should also be refused.

G. E. ROHDE
Chief Counsel

GER:ks

cc: Frank C. McKinney
A. H. Johansen

Returning Contracts:
6773
6781
6782
6786

RECEIVED
APR 5 - 1966
FOR FILM

23-1112
6781

April 5, 1966

Oregon State Highway Commission

Gentlemen:

C. B. Construction Company of Walla Walla, Washington was the low bidder on the Harney County Line-Chiemey Creek Section of the Central Oregon Highway in Malheur County. The contractor has informed us that he made a mistake in preparing his bid and will not be able to undertake the contract. Because of this, we are recommending that the project be awarded to the second low bidder.

If the Company did make an error, it seems that it was the result of not checking the unit prices before submitting the proposal. I recommend, therefore, that the Commission make demand on the contractor and his surety for payment of the bid bond in the amount of $7,346.61, which is five percent of the contractor's bid of $146,932.25.

This matter will be on the agenda for the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

RLP:ms bg

RECEIVED
MAR 2 8 1966
PUBLIC FILING
23-1112
6781

March 24, 1966

L. W. Vail Co., Inc.
P. O. Box 847
Pasco, Washington

Gentlemen:

On March 10, you submitted the second low bid in the amount of $236,184.00 for stone base and paving on the Harney County Line-Chimney Creek Section of the Central Oregon Highway in Malheur County.

C. B. Construction Company was the low bidder, however, he has refused to accept the award.

The State Highway Commission on March 23 awarded to you the above project which was assigned Contract No. 6781. Contract forms will be sent to you for the execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

gs

cc: C. B. Construction Company
22 West Alder
Walla Walla, Washington 99362

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

FORM E-133X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 24, 1966

Oregon State Highway Commission

Gentlemen:

This is to supplement our letter of March 17 having to do with the statement by the C B Construction Company that errors were made in the Company's bids on the Harney County Line-Chimney Creek Section of the Central Oregon Highway in Malheur County and the Cap Ranch-Chickahominy Creek Section of the Central Oregon Highway in Harney County.

The contractor informed us verbally that he would not sign either contract due to the errors. He has now changed his mind and stated in writing that he will go through with the Cap Ranch-Chickahominy Creek Section but still cannot undertake the Harney County Line-Chimney Creek Section.

Based on this new information, please ignore that part of the March 17 letter that had to do with the Cap Ranch-Chickahominy Creek Section in Harney County.

All other bids received on March 10 were verbally approved by Chairman Jackson on March 23 and will be placed on the April 21 agenda for your confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query ✓
R. L. Porter
Tom Edwards
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
I. D. Merchant
C. H. Maison

Place with agenda item for award of contracts

NOTED
FLOYD QUERY

RECEIVED
APR 26 1966
FOR FILING

C.B.

Clarence Braden Construction Co.

Walla Walla, Washington 99362
22 West Alder Street

March 19, 1966

6781

Mr. R. L. Porter
Deputy State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Re: Harney Co. Line-Chimney Creek
Section, Central Oregon Highway

6781

Gap Ranch-Chickahominy Creek
Section, Central Oregon Highway

Dear Mr. Porter:

This is in answer to your letter of March 17th regarding what action we would take in case the two jobs in question should be awarded to us as bid.

Regarding Harney Co., it would be impossible for us to do the job.

Regarding Gap Ranch, we would do this job if the Commission should award it to us on the basis as it was bid.

Yours truly,

Clarence Braden

Clarence Braden

cb:i

Copy to Lab Files
C.B.

RECEIVED
MAR 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

March 17, 1966

Mr. Clarence Braden
Clarence Braden Construction Co.
22 West Alder Street
Walla Walla, Washington 99362

Dear Mr. Braden:

Re: Harney Co. Line-Chimney Creek
Section, Central Oregon Highway

Gap Ranch-Chickahominy Creek
Section, Central Oregon Highway

During our recent conversation concerning the above projects, you delivered to me your letter of March 14 asserting generally that on your bid proposals for these projects you made an error on both bids. At that time I informed you that Highway Commission policy would not permit you to revise your bids after those of your competitors had been disclosed.

While it might be inferred from your letter that you would not execute the necessary project contracts if delivered to you on the basis of your actual bids, it becomes necessary, before making any recommendations to the Highway Commission, to obtain from you a letter simply stating whether you would or would not execute the necessary contracts for the above projects if tendered by the Commission on the basis of your actual bids.

In view of the urgency of this matter, I would appreciate your reply by return mail.

Thank you for your assistance in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

FMcK:ks ms

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe C. E. Rohde

Clarence Braden Construction Co.

Walla Walla, Washington 99362
22 West Alder Street

March 14, 1966

Mr. Porter
Contract Division
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Porter:

As you probably know, Mr. Porter, we were recently low bidder on three contracts, namely:

Webb Slough Section, Pendleton-John Day Highway
Harney Co. Line-Chimney Cr. Section, Central Oregon Highway
Gap Ranch-Chickahominy Creek Section, Central Oregon Highway

Upon receiving information that we were low bidder on these three contracts and upon receiving totals of other bidders, it was very apparent that something was radically wrong with our bid on the Harney Co. Line and the Gap Ranch jobs. After carefully examining our figures we found nothing wrong with the way we figured the jobs. However, our next step was to check unit prices.

On the Harney Co. Line job we found that the $3.30 on Item 8 was for oil rock and our unit price was Percy Jellum's price of $3.30 and our price on the rock of $2.00 was left off. This unit bid should have been $3.30 for the oiler and $2.00 for the rock for a total unit bid of $5.30.

On Gap Ranch a similiar coincidence exists on Item 9. The bid shows a unit price of $1.00 which is our crushing price and our hauling and placing price of $.90 was not included. Therefore, this unit bid should have been $1.00 for rock and $.90 for hauling and placing or a total bid of $1.90 per unit.

I sincerely hope that you can readily see just how these two mistakes were made and that you will be in position to correct these errors which will still leave us with very low bids by comparison.

Very sincerely yours,

Clarence Braden

Clarence Braden

CB:mt

P. S. If the Commission does not see fit to make the correction, I would request that we be relieved of our bid bond.

Clarence Braden

Bond 7,346.61

Harney Co Jobs
Item #8 Bid at $3.20

$ 2.00	additional asked on bid price of $3.20 for A.C.
17,200	tons AC req'd.
34,400.00	
146,932.25	Original Braden bid
181,332.25	Bid now proposed by Braden
236,184.00	2nd Bidder (Vail) (3rd 6.33 item 8
271,352.50	State Est.

Bond $13,267.50

Jaga Rock job
Item #9 Bid at $1.00

8.90	additional asked on bid price for $4.-
11050	yds material req'd. (
9945.00	
265350.00	Orig. Braden bid
275,295.00	Bid now proposed by Braden
319,998.50	2nd Bidder (Rogue River Paving) Item 9 - 3.93
342,186.50	State estimate.

Please file

Harney Co. Line-Chimney Cr. Section
Stone Base and Paving

tice to
d pro-

BID SCHEDULE

Item No.	Item		Unit Price	Amount
1.	Watering	700 M-gals.		
	For _____	per M-gal.	$ 3.00	$ 2100.00
2.	Preparation of Old Roadbed	5.45 miles	500.00	
	For _____	per mile	$	$ 2725.00
3.	3/4" - 0 Material in Base	4,250 cu.yds.		
	For _____	per cu.yd.	$ 1.48	$ 6,290.00
4.	Stone Base	24,200 cu.yds.		
	For _____	per cu.yd.	$ 1.48	$ 35,816.00
5.	3/4" - 0 Aggregate in Prime Coat	125 cu.yds.		
	For _____	per cu.yd.	$ 4.25	$ 531.25
6.	MC-250 Asphalt in Prime Coat	20 tons		
	For _____	per ton	$ 60.00	$ 1200.00
7.	RS-1 Asphalt in Tack Coat	12 tons		
	For _____	per ton	$ 60.00	$ 720.00
8.	Class "B" Asphalt Concrete Mixture	17,200 tons		
	For _____	per ton	$ 3.30	$ 56760.00

Jellum 1.80+ cost As.
C.B 2.00 for prod. mat

4:30 P.M Contractor
Query by Phone at
Redding Cal. — his
Bond for prior Contract
$ — 5%

Sec. and - nic.. Lodiny Creek Section

Item No.	Item		Unit Price	Amount
9.	3/4"-0 Material in Prime Leveling Course	11,050 sq.yds.		
	For _____ per sq.yd.		$ 1.00	$ 11,050.00
10.	3/4"-0 Aggregate in Prime Coat	540 cu.yds. S.P.		
	For _____ per sq.yd.		$ 3.00	$ 1,620.00
11.	RC-250 Asphalt in Prime Coat	30 tons		
	For _____ per ton.		$ 55.00	$ 4,400.00
12.	RS-1 Asphalt in Tack Coat	22 tons		
	For _____ per ton		$ 60.00	$ 1,320.00
13.	Class "B" Asphalt Concrete Mixture	34,300 tons		
	For _____ per ton		$ 4.70	$ 161,210.00
14.	Asphalt Cement in Mixture	1,890 tons		
	For _____ per ton		$ 32.50	$ 6,142.50
15.	Furnish 18-inch Culvert Pipe	75 lin.ft.		
	For _____ per lin.ft.		$ 6.00	$ 450.00
16.	Furnish 24-inch Culvert Pipe	35 lin.ft.		
	For _____ per lin.ft.		$ 10.00	$ 350.00

From the Desk of---

CLARENCE BRADEN

COMMERCIAL DEPARTMENT
Walla Walla Union-Bulletin
• PRINTERS and LITHOGRAPHERS •

130-1138 West City Limits-North 1st St. (Hermiston) Sec., 1966
#6782 Hermiston Hwy. (Grad., pav.)

Minn Coll 2919
RR 636

RECEIVED
OCT 9 1967
FORM S-60 REV. 10-65

FOR [illegible]

130-1138

6782

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1967

RAILROAD COMPANIES
File No. 636

To: Mr. Floyd Query, Secretary
State Highway Commission

L Building

SUBJECT: File R-39932
Agreement (Tri-party) - UPRR Co.; State Of Oregon; City of Hermiston
W. City Limits-No. First St. Section
Hermiston Highway
Umatilla County
Contract #6782

Attached hereto please find a copy of the above-subject agreement. The fully executed duplicate original has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachment

cc: F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (1)
A. F. Parson (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1) & orig.
T. W. Litchfield (1)

NOTED
C. W. HEAD

HAND
FLOYD QUERY

RECEIVED
OCT 4 - 1966
FOR FILE
130-1138
1781

October 3, 1966

US Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 6784 awarded to L. W. Vail Company, Inc., for grading and paving at West City Limits-North 1st Street in the City of Hermiston in Umatilla County was completed on July 9, 1966, and accepted by the Highway Commission on September 29, 1966.

Final payment in the amount of $2,429.80 will be released to the contractor after October 10, 1966. The total contract amount is $80,993.42 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 30 1966
FOR FILING

130-1138

6782

September 29, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 9, 1966, on Contract No. 6782. The contract was with L. W. Vail Co., Inc. and was for grading and paving on the West City Limits-North 1st Street (Hermiston) Section of the Hermiston Highway in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 29, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
m R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: W. City Limits–N. 1st St. (Hermiston)		WEEK ENDING: Sept. 3, 1966
		SECTION PREFIX: 130-1138
HIGHWAY: Hermiston		COUNTY: Umatilla
NAME OF JOB: W. City Limits–N. St. (Hermiston)	KIND OF WORK: Grading & Paving	
CONTRACTOR: L.W. Vail Co., Inc.	CONTRACT NUMBER: 6782	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: April 27, 1966	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: – SUPERVISION: –	SPECIFIED WORK DAYS: NA	WORK DAYS USED: NA
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 88
	SPECIFIED COMPLETION DATE: Complete	PERCENT OF TIME ELAPSED: 98
PROJECT AUTHORIZATION: $100,132.87		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $93,012.31	ENGINEERING AUTHORIZATION: $7,120.56	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $82,188.99	ENGINEERING COST TO DATE: $6,750.02	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 11.6 %	PERCENT OF AUTHORIZATION: 95 %	DATE PROJECT WAS COMPLETED: July 9, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
NA	NA	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.03	1.03		1.03	1.03
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.03	1.03		1.03	1.03
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,900 CY	9,660 CY		30T 190CY	5,640 T
TOTAL QUANTITIES CORRECTED TO DATE	"	8,483 CY		" "	5,107 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,793.7	"		" "	"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Contract Complete E
MONDAY				
TUESDAY				B RECEIVED
WEDNESDAY				W
THURSDAY				C
FRIDAY				BEN GIFFORD
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Two men worked on semi-final
TUESDAY	No Activity
WEDNESDAY	"
THURSDAY	"
FRIDAY	"
SATURDAY	

REMARKS

This will be the last weekly report.
Semi-final nearly complete.

L.C. JOHNSON

SIGNED L.C. Johnson

1240 N. 1st St.
Hermiston, Oregon

LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUL 11 1966
FOR FILING
130-113 R
6712

July 8, 1966

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the July 14 meeting a tri-party agreement among the Union Pacific Railroad Company, the City of Hermiston, and the State covering the Railroad's work which must be performed in connection with the construction of the West City Limits-N. 1st Street Section of the Hermiston Highway, in the city of Hermiston, Umatilla County, Contract No. 6782.

This agreement obligates the City and the State to reimburse the Railroad for engineering and inspection, renewal of rail crossings, and the installation of steel rail headers at an estimated cost of $5,390.

The agreement between the City and the State obligates the State to bear this entire cost, including the cost of future maintenance of the pavement in the crossing area between the rails. The Railroad will maintain its facilities at its own cost.

We recommend your approval of this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
T. W. Litchfield
C. H. Maison
L. H. Young
A. F. Parson

RECEIVED
MAR 28 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

March 23, 1966

L. H. Vail Company, Inc.
P. O. Box 847
Pasco, Washington

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6782 for the following project:

Grading and paving on the West City Limits-North 1st Street (Hermiston) Section of the Hermiston Highway in Hermiston, Umatilla County.

This award was based on your bid of $87,007.00 which was submitted to the Commission on March 10, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (SI/C)

FORM H-123X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 16, 1965

Mr. L. T. Harper
City Manager
City Hall
Hermiston, Oregon 97838

Dear Sir:

Your letter dated December 8, 1965, relating to the cooperative agreement between the City of Hermiston and the State Highway Commission, with enclosures, addressed to Mr. Forrest Cooper, State Highway Engineer, was referred to the undersigned.

We are returning to you the two insurance certificates provided by your contractor. The certificate of property damage liability insurance from Pitts & Still, Inc., although it names the State as an additional insured as required, does not contain the additional phrase "except as to claims against the contractor for personal injury to any members of the Commission or its officers, agents, and employees, or damage to its or their property," as required by paragraph 5-b of THINGS TO BE DONE BY CITY, under the above cooperative agreement. It will be satisfactory on this certificate to refer only to property damage, since that is all the Pitts & Still certificate covers. The endorsement to the certificate from United Pacific Insurance Company, covering bodily injury liability, does conform with the contract requirements in this regard, and we are returning it to you for purposes of comparison.

Also, it is noted that you have apparently awarded two contracts: one to Gregory Brothers Cement, for curbs, sidewalks and sewers, and a separate contract to E. S. Schnell for clearing. We, of course, have no objection to this procedure, but liability insurance as provided in the cooperative construction agreement will be required from E. S. Schnell, as well as from Gregory Brothers.

We trust that you will encounter no difficulty in remedying the two noted deficiencies regarding the insurance.

RECEIVED
DEC 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

Very truly yours,

H. S. Cox

H. S. Cox
County and City Division Engineer

AHJ:ks;mm
Attachments

cc: Mr. Forrest Cooper
bc: F. B. Klaboe A. F. Parson

Copy to Constr

RECEIVED
DEC 10 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
DEC 14 19
ENGINEER
COUNTY & CITY DIVISION

city of hermiston

295 EAST MAIN STREET / HERMISTON, OREGON / 97838

December 8, 1965

KLABOE

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

c9a-2919

Dear Mr. Cooper:

In accordance with the agreement between the State Highway Commission and the City of Hermiston on September 8, 1965, you will find enclosed the following recitals:

1. Copy of the contract executed by the City of Hermiston and the contractor.

2. Certificates and insurance policies as outlined in the agreement.

3. Copy of the City of Hermiston standard specifications.

4. Copy of the contract bond.

5. Copy of the bid record.

6. Copy of the council meeting minutes.

The above recitals pertain to the contract awarded to Gregory Cement Company, Yakima, Washington, by the city council on November 24, 1965. Should any further information be desired, kindly advise.

Sincerely yours,

L. T. Harper
City Manager

LTH/mr/pat
Enclosures: 6

NOTED
F.B. KLABOE

Dick Please call Harper & ask when the city contractor will be complete enough for the state to let over contract.

City BELIEVES that its contractor will be 75% complete by 15th Feb so that state can go on March 8, 1966 Letting RC

RECEIVED
DEC 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 10 1965
OREGON
STATE HIGHWAY COMMISSION

Ok. with exceptions. to COX 12-10-65

Camp Carpenter
Hermiston

RECEIVED
NOV 2 - 1965
FOR FILING

130-1138

NOTED
H. S. COX

Dick

NOTED
DON HARWELL

NOTED
F. B. KLABOE

city of hermiston

295 EAST MAIN STREET / HERMISTON, OREGON / 97838

October 29, 1965

Mr. H. S. Cox, Engineer
County and City Division
State Highway Department of Oregon
Salem, Oregon 97310

Dear Mr. Cox:

Pursuant to our telephone conversation this A. M. this is to notify you that the city council of the city of Hermiston did at the regular meeting of October 27, 1965 pass Construction Ordinance No. 555, authorizing the construction project on Hermiston Avenue from 1st Street to 11th Street in the city of Hermiston.

Our proposed schedule is to open bids on the 17th day of November at 7:30 p.m. for tree removal and all of the concrete work that is necessary under "Things to be done by the City" pursuant to agreement reached between the city of Hermiston and the State Highway Commission, dated September 28, 1965. With regard to Section 5 under "things to be done by City" as outlined in said agreement, the city will furnish a contract as requested after the city council has awarded said project to the successful bidder, and also the certificates of insurance policies as requested.

Inclosed you will find a copy of the construction ordinance as passed by the council. In a few days we will be sending you a copy of our general specifications which will outline the insurance coverage required by the contractor for this particular job.

If there is a charge for the 6 or 7 sets of plans I requested by telephone this morning, kindly advise and I will be most happy to reimburse your department.

I hope there will not be much of a delay in receiving these plans in as much as the bidders will be quite anxious to view them as soon as they are aware that said project is being advertised.

MAILED Nov. 1, 1965

Umatilla County

I called "Doc" Parsons and he thought the local Resident Engineer would be the State representative on the job, and this will work out just fine as we have been working with him during the planning stage of this project.

The city council would like very much to have a beautification project in conjunction with the construction work proposed. This beautification would be basically as follows:

1. That area between the back of the curb and the face of the sidewalk which will represent approximately a five foot width, would be covered with approximately 3" of red crushed rock placed upon a polyethylene material over the subsoil, and
2. To plant some variety of a flowering type tree about every 25 feet in the above described area.
3. The city would install Mercury Vapor street lights throughout the entire project.

Now "Si", it has occurred to me that perhaps moneys would be available from the Federal Government under the new Highway beautifucation program for such a project as above described. I realize that information is not available at this early date on this beautification program, but I think that we have a proposed program that would qualify. I would appreciate it very much if you could secure any information that will assist the city of Hermiston in making application and acquiring these moneys. It would be real nice if this project could be the first beautification improvement of Urban Highways within the State of Oregon, and I think it would be a feather in everybody's cap if we can get this little job done. I am sure that the cost would not be great and a lot of good publicity would be had for the Highway Department if this could become a reality.

On behalf of the Mayor and the City Council and myself, I wish to personally thank you for all the work you have done at the higher echelon level in getting this program approved, and I know all of the citizens of Hermiston will give the Highway Department a vote of confidence upon completion of said project.

Sincerely yours,

L T Harper

L. T. Harper
City Manager

LTH mr 11-1-65.

Encl. 1

Cof instructed to discuss State planting trees if City would place, water and maintain everything.

JRK.

RECEIVED
NOV 1 - 1965
FOR FILING

130-1138

6782

MISC. CONTRACTS and AGREEMENTS No. 2919

September 30, 1965

Agenda Item 4 i 9-28-65

Mrs. Mathilda Russell
City Recorder
City of Hermiston
Hermiston, Oregon

Dear Madam:

We are enclosing for your records a fully executed copy of an agreement covering the West City Limits-North 1st Street Section on the Hermiston Highway #333 in the City of Hermiston.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: H. S. Cox
Attn: Don Harwell
(Conformed copy)

RECEIVED
SEP 20 1965
FOR FILING
130-1138
783

September 17, 1965

Oregon State Highway Commission

Gentlemen:

The City of Hermiston has requested a cooperative project to improve a portion of the Hermiston Highway. This would be between the west city limits and North 1st Street.

It is proposed that the City at its sole expense would install curbs, gutters, drainage facilities, clearing, and water meter adjustments. The State at its sole expense would grade, place base, and pave the project. It is estimated that the State's share will be approximately $86,000 and the City's share will be about $44,000.

This is a necessary project and because of the City's offer of cooperation, I recommend that it be placed on the current State Construction Program. I further recommend that you approve a form of agreement which has been executed by the City of Hermiston and authorize the Secretary to sign in your behalf.

This matter will be on the agenda for your consideration at the September 28 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
D. H. Moehring
F. D. Morgan
L. H. Young
H. S. Cox
A. F. Parson

RLP:ms fn

RECEIVED
AUG 16 1965
FOR FILING

8-13-65

130-1138

6782

RECEIVED
JUN 2 - 1965
FOR FILING

130-1128

6182

Prefix No. 130-1464

NOTED
R. L PORTER

LOCATION PROSPECTUS
WEST CITY LIMITS-WEST 2ND STREET SECTION
CITY OF HERMISTON
HERMISTON HIGHWAY
UMATILLA COUNTY

HIGHWAY:- Hermiston, State Secondary No. 333, Federal-aid Secondary No. 433.

TERMINI: The westerly terminus is at the intersection of Hermiston Avenue with Butter Creek Road (west city limits). The easterly terminus is at the intersection of Hermiston Avenue with West 2nd Street.

LENGTH: 1.0 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance has been completed. Soils investigations will be conducted. This is a City Cooperative project. The City of Hermiston will be responsible for the drainage construction of monolithic curbs and gutters and the adjustment of water and sewer utilities. The State will let the contract for paving.

CHARACTERISTICS: Existing ADT 2,500; projected ADT 4,500.

STANDARDS: Class "A(2)".

TYPICAL SECTION: Two 12-foot travel lanes with 10-foot parking lanes bounded by city installed monolithic curbs. Curb to curb width 44 feet.

BRIDGE: None on project.

ACCESS: Control by City of Hermiston.

BASE: The tentative design for construction is:

Paving	3-1/2" A.C.
Top Course Base	2 " Leveling
Bottom Course Base	6 " Coarse Base
Total Depth	11-1/2"

NOTED
FORREST COOPER

MATERIAL: Sources of material will be located and referenced to this project during the survey.

ADDITIONAL FACILITIES: No railroad crossings.

AGREEMENT: Required with the City of Hermiston for a routine City-State cooperative project.

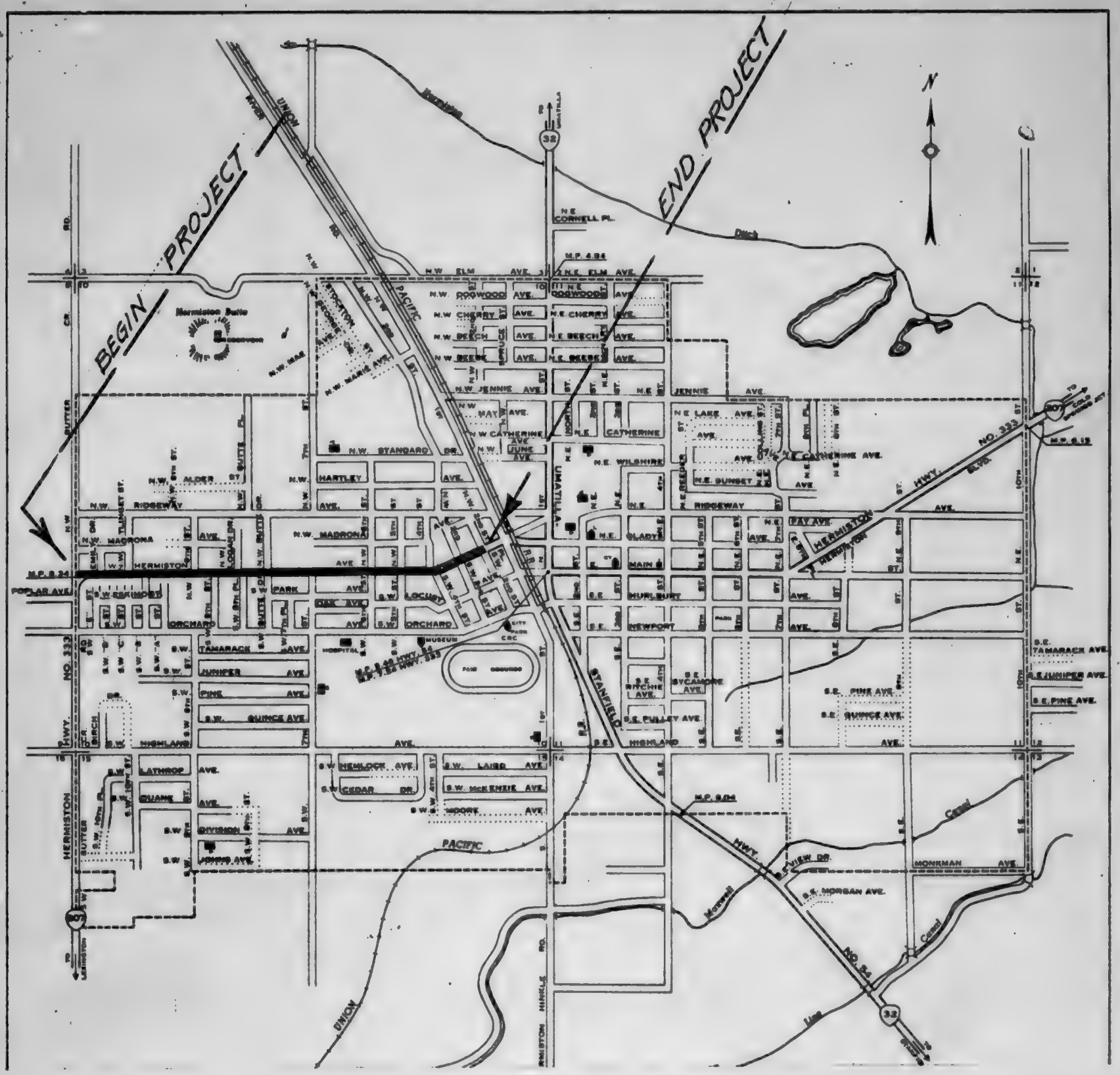
PARKS: None affected.

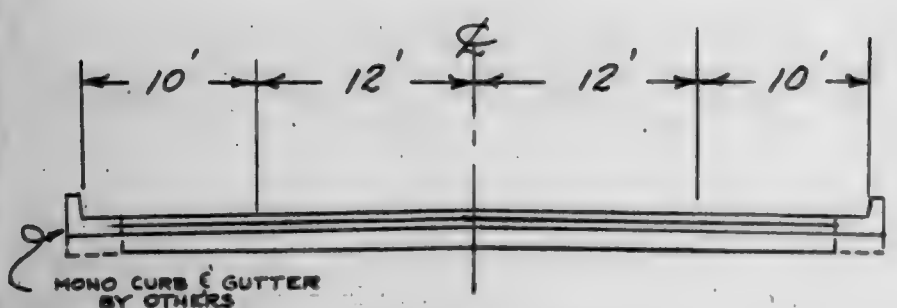
May 27, 1965
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
John Oakes
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
MAY 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BEGIN PROJECT

END PROJECT





TYPICAL SECTION

PROSPECTUS MAP

WEST CITY LIMITS - W. 2ND. ST.

HERMISTON HWY.

CITY OF HERMISTON

UMATILLA COUNTY

Scale 1" = 1600'

1965

RECEIVED
MAY 28 1965
FOR FILING
130-1138
6783

May 26, 1965

Mr. L. T. Harper
City Manager
City of Hermiston
City Hall
Hermiston, Oregon

Re: Hermiston Avenue
(route 207)

Dear Mr. Harper:

Reference is made to your verbal request to State Highway Engineer Cooper on April 26 that the State Highway Department consider the improvement of Hermiston Avenue, Route 207 in Hermiston on a 75-25 percent matching basis.

Since this request, you have been contacted by Mr. H. S. Cox of our County-City Division and other members of the Division Office in La Grande.

We have initiated a survey order to investigate the project and to establish a firm estimate of cost. It is expected that the survey will be completed in about a month, and we will contact you again at that time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:ark

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. H. S. Cox
Mr. A. F. Parsons
Mr. Victor D. Wolfe

NOTED
F. B. KLABOE

MEMO TO THE FILES: 5/13/65

Wednesday, May 12, 1965, I met with Mr. L. T. Harper, City Manager of Hermiston, in an endeavor to come to a complete understanding between City and State regarding the proposed construction on Hermiston Avenue in the City of Hermiston.

NOTED
DON HARWELL

(1) The City desires that this project be from the west city limits (also known as Butter Creek Road and/or 11th Street) to North 1st Street (also known as Umatilla-Stanfield Highway #54).

(2) City passed Resolution #132 on January 15, 1964, wherein they stated that they would install all curb, gutter and drainage. Mr. Harper states this resolution is still in force and that the City will also do all necessary clearing and water meter adjustments.

(3) City will let contract for curb and gutter construction. They prefer to let contract prior to any state contract work. The suggestion was made that the State establish grades and furnish curb and gutter grades to the City. The City of Hermiston monolithic curb and gutter is a special design with a 30" gutter and 6" curb face. Total height of curb is 12". A 20' radius curb return is used in residential areas and 5' radius return in business areas. City prefers no grades of less than 0.20%.

(4) City's idea of construction work on Hermiston Avenue from west city limits to 6th Street is as follows:

(a) Leave existing oil mat in place.
(b) Lay a total rock thickness of 8" from edge of existing mat to gutter line.
(c) Overlay entire width (39') with asphaltic concrete (face of curb to face of curb 44').

Mr. Harper points out that on June 11, 1963, State designed Jenny Street with a 6", 2", and 3" surface and that truck traffic on Jenny Street is equal to truck traffic on Hermiston Avenue.

(5) From Butter Creek Road (11th Street) to 6th Street new grade could be up to 6" higher than present grade with negligible ill effect. A certain amount of warping would probably be necessary.

(6) I pointed out to Mr. Harper that our present estimate was $250,000 ± for a complete project including storm sewers, grading, basing and a. c. wearing surface. As the city intends to do curb, gutters and drainage the only area of conflict would be State concurrence in the drainage as proposed by the City.

Memo to the files: 5/13/65 (cont'd)

(7) Drainage for north gutter line of Hermiston Avenue is as follows:

(a) North 9th Street west to Y at Butter Creek Road then siphon to south gutter and flow south on Butter Creek Road.
(b) From North 9th Street flow east to S.W. 8th Place; then across Hermiston Avenue; thence flow south on S.W. 8th Place to Orchard Avenue via a storm sewer.
(c) Approximately 200' west of 6th Street drainage will be west to S.W. 8th Place, thence as in (b).
(d) Approximately 200' west of 6th Street drainage will be east to 3rd, then into existing storm sewer.
(e) From 1st Place drainage is west to 3rd.
(f) From 1st Place drainage is east to railroad.
(g) From North 1st Street (Umatilla-Stanfield Highway) drainage is west to railroad.

(8) Drainage for south gutter line of Hermiston Avenue is as follows:

(a) North 9th Street east to S.W. 8th Place, thence south on S.W. 8th Place via storm sewer to Orchard Avenue.
(b) North 9th Street west to Butter Creek Road, thence south along Butter Creek Road.
(c) Approximately 200' west of 6th Street flow west to S.W. 8th Place then as (b).
(d) Approximately 200' west of 6th Street flow east to 6th Street, thence south on 6th to Orchard Avenue.
(e) Drainage from 6th east to 4th Street, then south on 4th.
(f) Drainage from 4th east to 3rd and into existing sewer.
(g) Drainage from 2nd west to 3rd and into existing sewer.
(h) Drainage from 1st Place west to 2nd and south on 2nd.
(i) Drainage from 1st Place east to railroad.
(j) Drainage from North 1st Street (Umatilla-Stanfield Highway) is west to railroad.

(9) If State agrees to City's drainage proposal then City's share of work is clearly defined.

Mr. Harper states that additional study must be done easterly from 6th Street to determine proper width and also, if both sides should be widened. Present width between 6th and 3rd is 38' (as measured by Coulter and Shirley 5/12/65).

It would appear that field survey would be in order to establish grades for both north and south curbs, determine amount of base necessary, determine if present oil mat may be salvaged and determine how widening will be done east of 6th Street. City is most anxious that this project be accomplished at the earliest possible date.

Ben Gifford - 5/20/65

cc: L. T. Harper
H. S. Coulter
F. B. Klaboe
D. J. Barbee
F.D. Morgan

5-18-65

H. S. Cox
County and City Engineer

FORM E-30X—80M—7-64 SP*6230-734

(296)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 3, 1965

SUBJECT: Hermiston Avenue
(Route 207)

To: Mr. H. S. Cox
County and City Engineer
B U I L D I N G

Hermiston City Manager L. T. Harper, accompanied by Mr. Joseph E. Burns, met with Mr. Cooper and Mr. Porter on April 26. A copy of Mr. Porter's memo to the files and of his letter to me is enclosed.

Items (2) and (3) are of particular interest to us. I have asked Mr. Edwards to handle item (2) as it appears to be a traffic matter. I would like you to handle item (3). Please contact the City and ascertain what their ideas are.

As you know, I have requested an estimate from your Department and from Mr. Morgan's Department. Mr. Morgan advises me that he believes the cost of the proposed improvement would be $230,000. Your office advises me that you believe the cost would be closer to $130,000.

In order to make an appraisal of this project and of our ability to pay for it, I need to know which of these two estimates is accurate.

ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBKtsrb

cc: Mr. F. D. Morgan
Mr. V. D. Wolfe

FORM E-30 BOM 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1965

SUBJECT:

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

O F F I C E

Attached is a copy of a memo having to do with a discussion with Mr. Harper and Mr. Burns of Hermiston relative to several matters.

Should the industry which they are hoping will locate in the Ordnance area decide on this site, it appears that a frontage road problem may develop. I assume that it would have to be connected either to the Ordnance Interchange or to the Irrigon Interchange, whichever proves to be the closer. The matter is still quite speculative at this time but I bring it to your attention for informational purposes only.

Please have Mr. Cox contact the City relative to items 2 and 3. Hermiston Avenue has been under consideration for two or three years and I believe we could incorporate it in the current State Construction program if the details can be developed.

I believe the traffic lights need to be warranted; will you please take the matter from here.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

FORM E-80X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1965

SUBJECT:

To: MEMO TO FILE

On April 26, Hermiston City Manager L. T. Harper and Mr. Joseph E. Burns, also of Hermiston, called at this office and discussed with Mr. Cooper and me the following matters:

(1) The problem of gaining access to an area approximately six miles westerly of Ordnance on the northerly side of 80N. They indicated that an industry was looking at property under control of the Federal Government with the idea of locating in the area. They stated that the industry would employ 150 to 300 persons and it was mandatory that access by means of an interchange or by a frontage road be provided. The matter was just generally discussed. We attempted to outline the problems involved and suggested that they provide the best case they could consisting of factual data and anything else necessary to sell the idea.

(2) Mr. Harper and Mr. Burns called attention to a problem having to do with traffic lights at the intersection of Gladys Avenue and Route 32 and at Main Street and Route 207. They were told that we would look into the matter.

(3) They asked for immediate consideration of improving Hermiston Avenue (Route 207) on a 75-25 basis. This project has been "in the fire" for several years and the gentlemen were told that we would attempt to reactivate it.

(4) They asked for assurance as to the Highway Commission's position on the Interstate 82 location. Mr. Cooper stated that Oregon had never changed its position; that it had in the past, and is still, recommending the Umatilla Bridge location.

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. F. B. Klaboe
Mr. Victor D. Wolfe

FORM E-80 30M 12-63 84676

8-11-64

CONSTRUCTION DIVISION
RECEIVED
AUG 1964

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1964

To: Mr. L. P. Shaw
O F F I C E

SUBJECT: Cooperative Project
Hermiston Highway
City of Hermiston

NOTED
F. B. KLABOE

The attached teletype has been received from Mr. Parson concerning the status of the cooperative project on Hermiston and Gladys Avenues (Hermiston Highway, State Secondary 333) in Hermiston.

You will recall that this came to the attention of the front office via a copy of Mr. Parson's reply to a request by Mr. Harper (City Manager, Hermiston) concerning the project. An estimate of $75,000 for a 2" overlay on 1.06 miles of the Hermiston-Gladys Avenues section of the Hermiston Highway was submitted by Mr. Morgan.

On January 9, 1964, Mr. Porter informed you that the Highway Engineer would recommend the project to the Highway Commission if an appropriate 75%-25% agreement could be reached with the city. Mr. Porter indicated that the project, if approved, would be constructed in 1964.

Telephone calls were made to Mr. Coulter and Mr. Harper concerning the project and a different picture emerged. Hermiston was interested in a 44' curbed and drained street section, City to provide curb and drainage and State to provide new work and overlay. The price went up to about $120,000 with the City to construct curb and drainage at their expense for their contribution to the over-all project. Cost to the State was estimated at $86,000; cost to City about $30,000.

There being insufficient time left to prepare an agreement, the City was requested to furnish a resolution for presentation to the Highway Commission on January 30, 1964. This resolution (copy attached) was received in this office January 17, 1964, and a copy was forwarded your office the same date.

I was instructed on February 6, 1964, to inform Hermiston that the project had been disapproved and this was done on February 7. Mr. Harper expressed a desire to bring a delegation before the Highway Commission at their next meeting on March 12, 1964, but was dissuaded and advised to await a more opportune time. Thus the matter stands as of this date.

I have replied to Mr. Parson's teletype informing him that the matter is under investigation and that he may expect information in the near future.

R. M. Allison, Field Engineer
County and City Division

RMA:mm
Att.

RESOLUTION NO. 132

RECEIVED
JAN 17 1964
ENGINEER
COUNTY & CITY DIVISION

WHEREAS the City of Hermiston, a Municipal Corporation, has found it expedient to cause Hermiston-Hinkle Section of the State Secondary Highway No. 333 "Hermiston Avenue" to be brought up to State standards and consisting of a width of 44' between curb faces, and

WHEREAS the State of Oregon, by and through its State Highway Commission, shall prepare design engineering and perform certain paving and overlay work, and

WHEREAS the City of Hermiston is to perform certain construction in the installation of curb, gutter and drainage.

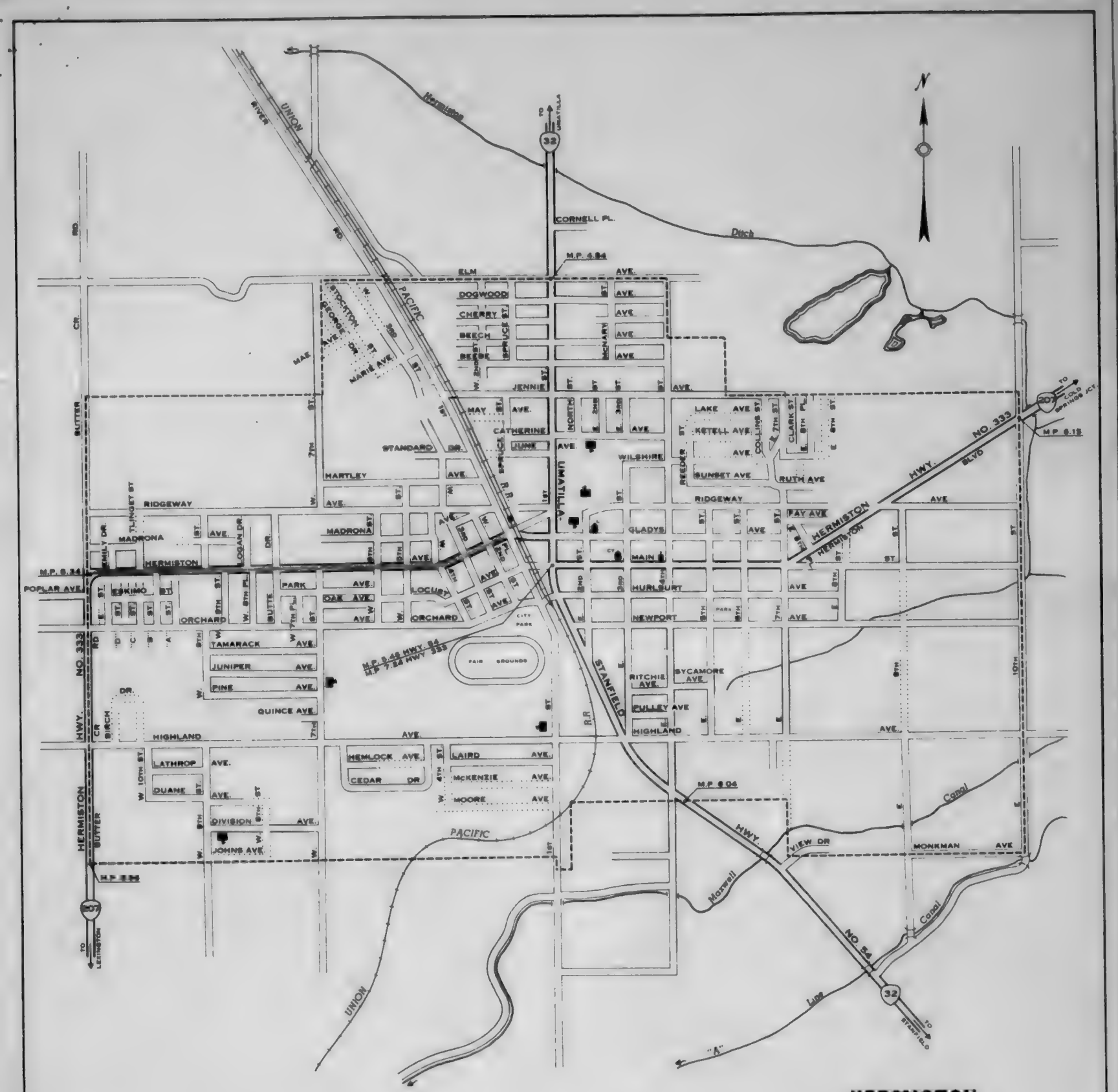
IT IS HEREBY RESOLVED by the City Council that the City of Hermiston shall participate in the aforesaid program, and that the Mayor and Recorder are hereby directed and authorized to execute preliminary documents in furtherance thereof.

The foregoing resolution duly adopted by the City Council of the City of Hermiston this 15th day of January, 1964.

W. M. Pearson
MAYOR

ATTEST:

Mathilda Russell
RECORDER



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

Post Office
Public Bldg.
CH – City Hall
CT Court House
A – Armory
L – Library
R R. Depot
Street open for travel
Street dedicated but not open.
City Limits.

HERMISTON

UMATILLA COUNTY. OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,440

Scale in Feet

400 0 400 800

September 1962

Minn Coll 2919
RR 636

33-1113 Wapinitia Junc. Sec., Wapinitia 1966
& The Dalles-Calif. Hwys.
#6783 (stone shoulders, pav. & rock prod.)

RECEIVED
NOV 30 1966
FOR FILING
33-1113
6783

November 29, 1966

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $6.90 will be made to Page Paving Company on Contract No. 6783 for stone shoulders and paving on the Wapinitia Junction Section of the Wapinitia and The Dalles-California Highways in Wasco County as soon as the warrant is prepared.

The total amount paid on this contract will be $141,483.84 including the post-final payment. Of the total $1,637.94 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Page Paving Company
P.O. Box 2206
Salem, Oregon 97308

Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121

C.H. Maison
Attn: John Herr

RECEIVED
NOV 21 1966
FOR FILING
22-1113
6783

November 18, 1966

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

Contract No. 6783 awarded to Page Paving Company, for stone shoulders and paving at the Sapinitia Junction on the Sapinitia and The Dalles-California Highways in Wasco County was completed on August 2, 1966, and accepted by the Highway Commission on November 17, 1966.

Final payment in the amount of $7,460 will be released to the contractor after November 28, 1966. The total contract amount is $141,476.94 including $1,631.04 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

gs

cc: Page Paving Company
P. O. Box 2206
Salem, Oregon

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 18 1966
FILING

33-1113
6783

November 17, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 2, 1966, on Contract No. 6783. The contract was with Page Paving Co. and was for stone shoulders and paving at the Wapinitia Junction on the Wapinitia and The Dalles-California Highways in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be presented to you for confirmation at the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Wapinitia Junction	WEEK ENDING: October 8, 1966
		SECTION PREFIX: 33-1113
	HIGHWAY: Wapinitia and The Dalles-California	COUNTY: Wasco
NAME OF JOB: Wap initia Junction	KIND OF WORK: Stone Shoulders and Paving	
CONTRACTOR: Page Paving Co.	CONTRACT NUMBER: 6783	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: March 21, 1966	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN _____ SUPERVISION _____	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS: 105	WORK DAYS USED CALENDAR DAYS USED: 113
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 108
PROJECT AUTHORIZATION: $ 141,367.50 *27,945.00	ENGINEERING AUTHORIZATION: $ 12,040.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: *Completed Completed
EXCLUSIVE OF ENGINEERING: $ 129,327.50 *24,027.84	ENGINEERING COST TO DATE: $ 13,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: *Completed Completed
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 117,943.82		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN: 9 %	PERCENT OF AUTHORIZATION: 114 %	August 2, 1966

*MAINTENANCE MATERIALS

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
				100	100	100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING	
MILES IN PROJECT				3.2			4.54	
MILES PARTIALLY COMPLETED								
MILES COMPLETED				3.2			4.54	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				1,100	9,000 cyd		16,370 ton	
TOTAL QUANTITIES CORRECTED TO DATE				1,450	7,508.7		15,456	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				1,450	7,508.7		15,456	
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair-Warm			
TUESDAY	Fair-Warm			
WEDNESDAY	Fair-Warm			
THURSDAY	Fair-Warm			
FRIDAY	Partly Cloudy			
SATURDAY				

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Puase
Morelock
Trout
Scott
Wills
Litchfield
Olson
BEN GIFFORD

RECEIVED
OCT 10 1966
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final finished.
Final Report
L.H. Warfield Asst. Division Engineer in office Friday.

SIGNED Lewis M. Stratton LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

RECEIVED
JUL 26 1966

FORM 5-1 3-3 1113 6783

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
July 18, 1966

NOTED
R. L. PORTER

To:

SUBJECT: Rejects: Mrs. Ethel Beebe
Wapinitia Highway

Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

NOTED
F. B. KLABOE

We have investigated the complaint of Mrs. Ethel Beebe on the Wapinitia Highway, concerning the disposition of reject materials.

The contractor, Page Paving Company, brought in a continuous mix plant with which they were not familiar and as a result, encountered difficulties in obtaining the specification materials. Some fifty tons of mix were rejected at the plant and utilized on roads around the quarry. One load by-passed the scales and was delivered to Mrs. Beebe's driveway in front of her service station and cafe. These deliveries were stopped, as our policy is that the contractor cannot sell material from a State source. This made Mrs. Beebe very irate as she feels that her driveway is a portion of the State Highway right of way and that she is entitled to the material as a tax payer. The service station is not located within the limits of the project. Her gas pumps are on the right of way line, so she serves the public on the right of way. This is being allowed under the terms of the option for purchase. Under these circumstances the surfacing of approaches and driveways are the property owner's responsibility.

copy to Cooper 7-19

Mr. Stratton stopped and discussed the matter with Mrs. Beebe, trying to explain our situation; however, she will not listen and continues to threaten to call the Governor. In addition, she has cornered every State highway employee who happens to stop at her cafe and berates the Department for not allowing her to have free material.

It is my opinion that further discussion with Mrs. Beebe would be of no benefit.

J. F. Putnam
Division Engineer

JFP:me
cc: Lowell M. Stratton

RECEIVED
JUL 1
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 8 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

23-1113

1-71

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

March 23, 1966

Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6783 for the following project:

Stone shoulders, paving and rock production on the Wapinitia Junction Section of the Wapinitia and The Dalles-California Highways, westerly of Maupin, in Wasco County

This award was based on your bid of $149,200.00 which was submitted to the Commission on March 10, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIC)

LSS-107(1) #6784 — McMinnville Sec., Three Mile Lane Hwy. (Roadside improvement) — 1966

STATE COPY

Monthly transaction number: 4-7	FORM PR-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 3-21-67	County: Yamhill
Modification number: 1		Project number: I88-107(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 18, 19 66, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 55,553.00	$ 56,747
Federal funds	$ 55,553.00	$ 56,566.97
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of March, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. E. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26364-P65

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 9-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-103		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
6 ~~#~~ 784	4-19-66	Yamhill
		PROJECT NO.
		LSS-107(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

McMinnville Section of the Three Mile Lane Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	12-13-65	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	2-16-66	0.00
*OTHER (Specify)		

FUNDS — Pro Rata 100% →

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 55,553	$ 55,553.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M. Kabre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 13255-P64

Oregon State Highway Department

Federal-Aid
Project No. RSS-107(1)

McMINNVILLE SECTION OF THE

THREE MILE LANE HIGHWAY IN YAMHILL COUNTY

Project agreement estimate.

Salem, Oregon, April 7, 1966

Type Code P.E.

Preliminary Engineering	All Required		$ 1,500.00

Type Code X005
Roadside Improvement (Sta. 557+50 to Sta. 643+50)(Contract No. 6764)

Embankment in Place	570 cu.yd.	$ 2.75	$ 1,740.50
Trench Excavation	70 cu.yd.	4.00	280.00
Furnishing and Placing Topsoil	1,100 cu.yd.	2.60	2,860.00
Tractor and Dozer	20 hour	22.50	450.00
12-inch Concrete Culvert Pipe, Class III	150 lin.ft.	4.00	640.00
36-inch Concrete Culvert Pipe, Class III	80 lin.ft.	13.30	1,064.00
6-inch Unperforated Concrete Drain Pipe	150 lin.ft.	2.00	300.00
Concrete Inlets, Type C-24	2 only	200.00	400.00
Roadside Seeding	12 acre	260.00	3,120.00
Furnishing and Planting Trees	236 only	10.70	2,525.20
Furnishing and Planting Shrubs	4,120 only	4.00	16,480.00
Furnishing and Planting Vines	29,530 only	0.35	10,335.50
Grass Seed Mixture	380 lb.	0.90	342.00
Inorganic Fertilizer, 10-16-8	75 cwt.	6.65	498.75
Organic Fertilizer, 5-3-2	37 cwt.	6.65	246.05
Manure Fertilizer	90 cu.yd.	11.75	1,057.50
Mulch	6 acre	1,100.00	6,600.00
			$48,939.50
Flagging (57¢% of Contractor's Cost)	All Required		200.00
	Subtotal		$49,139.50
	10% Engr. & Cont.		4,913.50
	Total		$54,053.00

Length of Project - - - 0.00 Miles

SUMMARY

Description	Total Cost	Fed. Funds
Preliminary Engineering	$ 1,500.00	$ 1,500.00
Roadside Improvement	54,053.00	54,053.00
Total	$55,553.00	$55,553.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 549, Laws 1939.
State Funds for Maint.: Chap. 549, Laws 1939.

1956 Federal year funds appropriation code 666

Oregon State Highway Department

Federal-Aid
Project No. LSS-107(1)

MC MINNVILLE SECTION OF THE

THREE MILE LANE HIGHWAY IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 26, 1966

Type Code P.E.			
Preliminary Engineering	All Required		$ 1,500.00
Type Code Y005			
Roadside Improvement (Sta. 557+50 to Sta. 693+50)			
Embankment in Place	590 cu.yds.	$ 2.00	$ 1,180.00
Trench Excavation	70 cu.yds.	5.00	350.00
Furnishing and Placing Topsoil	1,100 cu.yds.	3.00	3,300.00
Tractor and Dozer	20 hr.	15.00	300.00
12-inch Concrete Culvert Pipe, Class III	160 lin.ft.	3.50	560.00
36-inch Concrete Culvert Pipe, Class III	80 lin.ft.	18.00	1,440.00
6-inch Unperforated Concrete Drain Pipe	150 lin.ft.	2.20	330.00
Concrete Inlets, Type G-2M	2 only	175.00	350.00
Roadside Seeding	12 acre	600.00	7,200.00
Furnishing and Planting Trees	236 only	12.00	2,832.00
Furnishing and Planting Shrubs	4,120 only	3.50	14,420.00
Furnishing and Planting Vines	29,530 only	0.30	8,859.00
Grass Seed Mixture	380 lbs.	0.60	228.00
Inorganic Fertiliser, 10-16-6	75 cwt.	6.00	450.00
Organic Fertiliser, 5-3-2	37 cwt.	6.00	222.00
Manure Fertiliser	90 cu.yds.	5.00	450.00
Mulch	6 acre	980.00	5,880.00
			$ 48,351.00
Flagging (57½% of Contractors Cost)	All Required		$ 200.00
	Subtotal		$ 48,551.00
	10% Engr. & Cont.		4,855.00
	Total		$ 53,406.00

Length of Project . . . . . 0.00 Miles

SUMMARY

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 1,500.00	$ 1,500.00
Roadside Improvement	53,406.00	53,406.00
Total	$ 54,906.00	$ 54,906.00

RECEIVED
DEC 23 1966
FILING
LSS-107 (1)
6784

December 21, 1966

U.S. Fidelity and Guaranty Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 6784 awarded to Baits and Son Company for roadside improvement on the McMinnville Section of the Three Mile Lane Highway in Yamhill County was completed on June 10, 1966, and accepted by the Highway Commission on December 21, 1966.

Final payment in the amount of $2,803.01 will be released to the contractor after December 29, 1966. The total contract amount is $51,102.52 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Baits & Son Company
9817 East Burnside
Portland, Oregon
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
DEC 21 1966
FOR FILING

LSS-107 (1)
6784

December 21, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 10, 1966, on Contract No. 6784. The contract was with Saits and Son Co. and was for roadside improvement along the Hollinsville Section of the Three Mile Lane Highway in Yamhill County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 21, 1966, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asberry

bg

RECEIVED
DEC 15 1966
FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

LSS-107(1)

6734

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 7, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that all work was completed on December 6, 1966, on Contract No. 6734, Three Mile Lane Section, in Yamhill County, in connection with Federal-Aid Project No. LSS-107(1).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: December 13, 1966

Conditions noted on above date:

December 6, 1966 final inspection indicated contract work had been satisfactorily completed.

NOTED
F. B. KLABOE

Our records have contract work being completed on November 29, 1966.

A. W. Parsons
Division Engineer

By: G. R. Brooks
District Engineer

RECEIVED
DEC 1 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

12-15-66
Rptd to Young

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: McMinnville	WEEK ENDING: June 10, 1966	
	SECTION PREFIX: 1[illegible]-0901	
HIGHWAY: Thru. Mile Lane	COUNTY: Yamhill	
NAME OF JOB: McMinnville By-pass	KIND OF WORK: Grade & Pave	
CONTRACTOR: Dale and Son Co.	CONTRACT NUMBER: 6764	FEDERAL AID PROJECT NUMBER: LSS-107(1)
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: March 30, 1966	ESTIMATED COMPLETION DATE: June 13, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 75	CALENDAR DAYS USED 61
PROJECT AUTHORIZATION: $ 55,291.93	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 64
EXCLUSIVE OF ENGINEERING: $ 51,[illegible].77	ENGINEERING AUTHORIZATION $ 3,931.16	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 51,359.77	ENGINEERING COST TO DATE $ [illegible]	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 61 %	DATE PROJECT WAS COMPLETED: 6-10-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Landscaping GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			2.53				
MILES PARTIALLY COMPLETED			2.53				
MILES COMPLETED			0.53				
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY			1				
HOURS PER SHIFT			8				

EQUIPMENT USED DURING THE WEEK: 1 - Pick-up 1 - Travel wagon

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	Yes		
MONDAY	Cloudy	Yes		Routing
TUESDAY	Clear	Yes		Decker
WEDNESDAY	Cloudy	Yes		Bond, Barbee
THURSDAY	Clear	Yes		Walker, Olsen
FRIDAY	Cloudy	Yes		Swan
SATURDAY	Cloudy	Yes		

RECEIVED
JUN 13 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Mulching planting areas and general clean-up.
TUESDAY	Mulching planting areas and general clean-up.
WEDNESDAY	Mulching planting areas and general clean-up.
THURSDAY	Mulching planting areas and general clean-up.
FRIDAY	General clean-up.
SATURDAY	

REMARKS

All planting has been completed on the project, all that remains is the maintenance, the contractor will have one man on the project throughout the establishment period which began on June 2, 1966, this man will also take care of minor clean up which is left to be done.

All plants look healthy with the exception of a few Silver Pine which may have to be replaced.

I will check with the contractor to set up a meeting about June 21, 1966 to inspect the growth of the planting, at which time if all is not, I will notify Mr. Smith of the Landscape Department and the Bureau of Public Roads as to the [illegible].

SIGNED Robert M. Thorne LOCATION Richmond

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
APR 5 - 1966
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 31, 1966

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project LSS-107(1)
McMinnville Section
Landscaping and Scenic Enhancement

As requested in Mr. Young's letter of March 28, 1966 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of March 23, 1966 in the award of contract No. 6784 to Baltz and Son Company, of Portland, Oregon, low bidder in the amount of $48,939.50 at the March 10, 1966 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
4-5-66

RECEIVED
APR 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 29 1966
FOR FILING
LSS-107(1)
6784

March 28, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of March 14, 1966, is requested in the award of contract for the McMinnville Section, Project No. LSS-107(1).

The contractor receiving the award is Baltz and Son Company of Portland in the amount of $48,939.50 with the contract No. 6784 assigned. This bid was received on March 10, 1966 and awarded March 23, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

FORM S-134

RECEIVED
MAR 28 1966
PUBLICITY

GLENN R. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FIELDS, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. NOHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEN 97310

March 23, 1966

Baltz and son Company
9617 E. Burnside
Portland, Oregon

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6764 for the following project:

Roadside improvement on the McMinnville section of the Three Mile Lane Highway, south of McMinnville, in Yamhill County

This award was based on your bid of $48,939.10 which was submitted to the Commission on March 10, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (DMC)
Mark Astrup

RECEIVED
FEB 24 1966
For Filing

Form CD-121 (11-61) (Prog. by A.O. 306-107)

UNITED STATES GOVERNMENT

Memorandum

FLA 8(6)E

6784

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 16, 1966

In reply refer to: 08-35.2-DA

M E Martin
By: M. E. Martin
District Engineer

SUBJECT: Oregon Project LSS-107(1)
McMinnville Section
Landscaping and Scenic Enhancement

REFERRED TO
Young - Wl encl.
By Asst. State Hwy. Engr. 2-24-66

P. S. & E. documents for subject project have been reviewed and are hereby approved concurrently with Mr. Young's January 25, 1966 request for approval of an individual project program change (PR-9) adding landscaping to the P. E. project. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for occupancy and contractor's use, with relocation advisory assistance unnecessary, and no utility adjustments involved, as indicated in Mr. Moehring's and Mr. Litchfield's February 3 and February 14, 1966 reports.

You are authorized to proceed with contractor's flagging included in your estimate in the amount of $200.

The use of Article 102-1.3 "Embankment in Place" is approved for use on this project.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	January 1966
Division II - Part 7 - Incidentals	January 1966

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

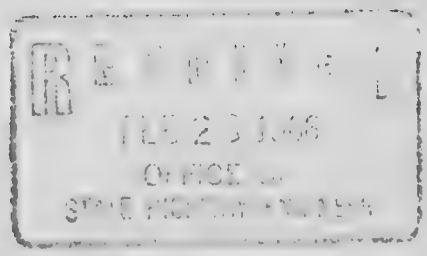
The required Contract Provisions insert PR-1276 must be replaced by the PR-1275 insert. Pages "c" and "d" for Division II, Part 3, Surfacing and Pavements Supplemental Standard Specification should be replaced by similar pages of Part 7.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. Young's February 14, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest. Clearance by the Game Commission has not been received. Prior to bid opening date, you should advise this office of any clearance received or withdraw the project from the letting.

Attachment



JAN 13 1966

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 6, 1966

In reply refer to: 08-35.EC/710.18

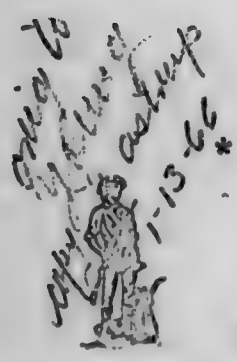
FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Landscaping and Scenic Enhancement Program
Highway Beautification Act of 1965

Our December 22, 1965 memorandum approved and authorized Items 2 thru 8 and 10 & 11 of the subject program. We have been advised that in accordance with paragraph 9 of IM 21-11-65 this procedure is not acceptable. Therefore, we are rescinding our December 22 memorandum in its entirety and are reissuing the following program actions:

Item	Project	Location	Work	Program Approval
2	LSF-3(1)	12th St. (Salem)	P.E. Landscape	12/13/65 * 1/5/66 *
3	LSS-727(1)	Airport-Alberta St.	P.E. Landscape	12/13/65 * 1/5/66 *
4	LSS-107(1)	McMinnville Sec.	P.E. Landscape	12/13/65 * Withdrawn
5	LSF-22(1)	Corvallis Sec.	P.E. Landscape	12/21/65 * Withdrawn
6	LSF-2(1)	Ophir Safety Rest Area	P.E. Landscape	12/21/65 * Withdrawn
7	LSF-5(1)	Clyde Holliday Rest Area	P.E. Rest Area	12/21/65 * Withdrawn
8	LSF-27(1)	Cornelius Pass- Barnes Road	P.E. Landscape	12/21/65 * Withdrawn
10	LSS-553(1)	Shady Interchange	Landscape	1/5/66 *
11	CJI-5-3(1)	3 mi. S. Dosebury	Screen Junkyard	1/5/66 *



* Indicates authorization to proceed with P.E. or construction authorization.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

You are authorized to proceed with all phases of preliminary engineering including preparation of construction plans (P.S. & E.) effective on the date shown above marked with asterisk (*) opposite the P.E. approval date.

You have received construction authorization by separate memorandum effective the date shown with an asterisk (*) opposite the construction approval date.

The projects shown above that indicate withdrawal of the construction phase may have this phase reinstated by PR-9 on the date of your request for our construction authorization.

These projects shall be guided by IM 21-11-65.

This program approval provides for improvement on an aggregate total mileage of 12.72 mile with the individual cost summarized below:

	LSF FF & TEC	LSS FF & TEC	CJI FF	CJI TEC
P.E.	$ 8,950	$ 3,500	--	--
Landscape	$21,000	$54,300	--	--
Screen Junk Yards	---	---	$3,975	$5,300
TOTALS	$29,950	$57,800	$3,975	$5,300

These projects have a total estimated cost of $93,050 of which $87,750 are reserved as Landscaping and Scenic Enhancement funds and $3,975 reserved of Control of Junkyard funds.

RECEIVED
JAN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 1965

Mr. Thomas
Lee

111 107(1)

RNC:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 21

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Minnville	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		1,800 (66)	3,400 (70)	85 (71) (72)	08	Oregon	35 (2) (3)	666 (4) (9)	4 (14) (18)

ITE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
						LSS- (14 23)	107(1) (7 13)			

cement	COUNTY NAME: Yamhill	CODE: 071 (14) (16)	PROGRAM STAGE: [ ] 1 OR [X] 2
	ROUTE NO. S	FEDERAL-AID: 107 (32)	STATE: 152 (36) (37)	U.S. (41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			
Jct. nville tion)	2.44	1,500	1,500			P.E. incl. PS & E prep., intermittent planting of trees, shrubs and vines, and roadside seeding to improve appearance of interchanges and roadway.
		30,000	30,000			ROW - 180' normal; Access Control - partial; Parking Restrictions - none.
OJECT TALS	2.44	31,500	31,500			
		(16) (23) (24) (33)				

REMARKS Additional Data - Items 732 and 796, Projects S-469(1) and S-469(2).

The proposed project is in accordance with the Highway Beautification Act of 1965.

USCOMM DUSCOMM-DC 46905-P61

9-1119 Bend-Lava Butte Sec., The Dalles-Calif. Hwy. (stone shoulders and paving) 1966

#6785

RECEIVED
NOV 23 1966
FOR FILING
9-1119
6785

November 22, 1966

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

A post-final payment for $1,108.14 will be made to Babler Bros., Inc., on Contract No. 6785 for stone shoulders and paving on the Bend-Lava Butte Section of The Dalles-California Highway in Deschutes County as soon as the warrant is prepared.

The total amount paid on this contract will be $352,463.85 including the post-final payment. Of the total $3,234.56 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

Mr. James A. Blake
Equitable Building
Portland, Oregon
C.H. Maison
Attn: John Herr

RECEIVED
NOV 10 1966

9-1119
6785

November 10, 1966

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 6785 awarded to Bahler Bros., Inc., for some shoulders and paving the Bend-Lava Butte Section of The Dalles-California Highway in Deschutes County was completed on September 23, 1966, and accepted by the Highway Commission on November 9, 1966.

Final payment in the amount of $17,664.70 will be released to the contractor after November 17, 1966. The total contract amount is $351,355.71 including $3,234.56 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Bahler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

James A. Blair
Equitable Building
Portland, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 9 - 1966

9-1119
6'185

November 9, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed September 23, 1966, on Contract No. 6785. The contract was with Babler Bros., Inc. and was for stone shoulders and paving on the Bend-Lava Butte Section of The Dalles-California Highway in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 9, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg fn

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Bend - Lava Butte	WEEK ENDING: Oct. 8, 1966
		SECTION PREFIX: 9-1119
	HIGHWAY: The Dalles - California	COUNTY: Deschutes
NAME OF JOB: Bend - Lava Butte	KIND OF WORK: Stone Shoulders and Paving	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 6785	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: April 25, 1966	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 180	WORK DAYS USED CALENDAR DAYS USED 165
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 92
PROJECT AUTHORIZATION $ 398,018.25	ENGINEERING AUTHORIZATION $ 28,303.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 369,714.73	ENGINEERING COST TO DATE $ 15,400	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 348,000		DATE PROJECT WAS COMPLETED: Sept. 23, 1966
ESTIMATED PERCENT ~~XXXXX~~ UNDERRUN 6 %	PERCENT OF AUTHORIZATION 55 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			100	100	100			
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING	
MILES IN PROJECT			8.1	8.1			8.1	
MILES PARTIALLY COMPLETED								
MILES COMPLETED			8.1	8.1			8.1	
TOTAL ESTIMATED QUANTITIES (CONTRACT)			42,800	12,600 C.Y.			41400T 2310T	
TOTAL QUANTITIES CORRECTED TO DATE			20,500	12,600			41105 2672	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			20,500	12,600			41105 2672	
AVERAGE DAILY QUANTITIES			c o m p l e t e d					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				S E
WEDNESDAY				S
THURSDAY				W
FRIDAY				
SATURDAY				BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate submitted to Division Office 10-7-66.

Final Report.

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FORM E-123

RECEIVED
MAR 24 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH H. FRIDLEY, MEMBER
[illegible]

DAVID O. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

9-1119

6785

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

March 23, 1966

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6785 for the following project:

Stone shoulders and paving on the Bend-Lava Butte Section of The Dalles-California Highway, south of Bend, in Deschutes County

This award was based on your bid of $353,294.00 which was submitted to the Commission on March 10, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

11-1109 Arlington-Eightmile Road Sec., 1966
John Day Hwy. (stone leveling
#6786 course, pav. & furn. mat. in stockpile)

RECEIVED
DEC 13 1966
FOR FILING

11-1109

6786

December 12, 1966

U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $350 will be made to L. W. Vail Company, Inc. on Contract No. 6786 for paving the Arlington-Eightmile Road Section of the John Day Highway in Gilliam County, as soon as the warrant is prepared.

The total amount paid on this contract will be $88,032.53, including the post-final payment. Of the total $849.66 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr

cc: L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

C. H. Maison
Attn: John Herr

RECEIVED
OCT 31 1966
FOR FILING
11-1109
6786

October 28, 1966

M.W. English, Inc.
P.O. Box 185
Hood River, Oregon 97031

Gentlemen:

Thank you for your letter of October 25 informing us that Arthur Simonsen and Company, Inc., has paid you in full for explosives.

This appears to be in reference to the L.W. Vail Company, Inc., Contract No. 6786 for paving the Arlington-Rightmile Road Section of the John Day Highway in Gilliam County.

Our records indicate that this claim was in the amount of $1,092.56 plus interest.

This information will be noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc L.W. Vail Co., Inc.
United States Fidelity & Guaranty Company
Paul F. Nolan
Glenn Jackson
David B. Simpson

CWH:fkn

NOTED ON CARD

Oct. 25, 1966

H. W. English, Inc.
P.O. Box 185,
Hood River, Oregon. 97031

Oregon State Highway Dept.,
Contracting Division,
Salem, Oregon. ~~97301~~ 97310

Gentlemen:

This is to notify you that Mr Arthur Simonsen of Arthur Simonsen & Company, Inc., has paid us in full for explosives purchased from us by Stephen F. Draper on Contract # 6786 and Contract # 6843.

Copies of these statements were mailed to you Oct. 19, 1966.

Very Truly Yours,

H. W. English, Inc.

Teresa Beers

Teresa Beers
Secretary.

MTB:

RECEIVED
OCT 28 1966
STATE ...

FORM E-123X 50M 7-66

RECEIVED
OCT 1966
OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

11-11-66

1 1 1

Claim File #4726

FILED
OCT 27 1966
TOM McCALL
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 27 8 00 AM '66
TOM McCALL
SECRETARY OF STATE

October 26, 1966

L. . Vail Company, Inc.
P. O. Box
Grand Ronde, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of October 19 stating that you have furnished materials in the amount of $1,[illegible], plus interest, to Stephen P. Draper on the Arlington-Rightmile road section.

This appears to be in reference to the L. . Vail Company, Inc., contract No. [illegible] for paving on the Arlington-Rightmile road section of the Joan Day River in Gilliam County.

The United States Fidelity and Guaranty Company through Paul F. Nolan, Oregon Bank Building, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. We will advise them that your letter has been received and we will also send our letter to the Secretary of State for filing. The State does not make payment of claims but looks to the prime contractor and surety for such payment.

Please let us know, when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED.
FLOYD QUERY.

Floyd Query, Engineer
Claims Section Audits Unit

cc: United States Fidelity & Guaranty Company
Paul F. Nolan
L. . Vail Company, Inc.
Mr. Glenn L. Jackson
Mr. David B. Simpson
Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of your letter.

NOTED ON CARD

RECEIVED
OCT 28 1966
OREGON
STATE HIGHWAY COMMISSION

H. W. English, Inc.
P.O. Box 185,
Hood River, Oregon.

Oct. 19, 1966

Statement of Explosives delivered to Stephen F. Draper
Location - Arlington 8 mile Road
Contract # 6786
Subcontractor - Art Simonson
Prime Contractor - L. W. Vail Company

DATE	AMOUNT of DELIVERY	INTEREST	BALANCE DUE
April 12, 1966	$ 1,052.51		
May 31		$ 7.89	$ 1,060.40
June 30		7.95	1,068.35
July 31		8.01	1,076.36
Aug. 31		8.07	1,084.43
Sept. 30		8.13	1,092.56

Our interest is 3/4% per month on all accounts over 30 days. We have charged the interest up to Sept. 30th, 1966 on the above statement, and it will be added each month.

CC to: L. W. Vail Co.
Art Simonson
Stephen F. Draper

RECEIVED
OCT 24 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 19 1966
FOR FILING
11-1109
6786

September 15, 1966

[illegible]
[illegible]
[illegible] Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 6786 awarded to L. W. Vail Company, Inc., for paving on the Arlington-Nightfall Road Section of the John Day Highway in Gilliam County was completed on July 6, 1966, and accepted by the Highway Commission on September 15, 1966.

Final payment in the amount of $2,604.99 will be released to the contractor after September 22, 1966. The total contract amount is $87,682.53 including $849.66 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. M. Head, Assistant Secretary

gc

cc: L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 14 1966
FOR FILING
11-1104
6786

September 13, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 6, 1966, on Contract No. 6786. The contract was with L. W. Vail Co., Inc. and was for paving on the Arlington-Lightmile Road Section of the John Day Highway in Gilliam County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 13, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

RECEIVED
SEP 14 1966

FOR FILING:

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

11-110

6934 NPWSU-PR

9 September 1966

Re: Contract DA-45-164-CIVENG-61-103
Rufus-Arlington Section, Roadside
Seeding and Fertilizing

State of Oregon
State Highway Department
Salem, Oregon 97310

Gentlemen:

Approval is granted to award a contract to Western Landscaping, Lynnwood, Washington, in the amount of $13,460.00 for Rufus-Arlington Section, Roadside Seeding and Fertilizing.

Since obligations under Contract No. DA-45-164-CIVENG-61-103 are placed by fiscal year, funds for payments will be made available in accordance with Article 5 of the contract.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

RECEIVED
SEP 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young - Tarrant
By Asst. State Hwy. Engr.
9-14-66

FORM C-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Arlington-Eight Mile Rd.		WEEK ENDING: Aug. 13, 1966
		SECTION PREFIX: 11-1109
HIGHWAY: John-Day		COUNTY: Gilliam
NAME OF JOB: Arlington-Eight Mile Rd.	KIND OF WORK: Paving	
CONTRACTOR: L.W. Vail Cox., Inc.	CONTRACT NUMBER: 6786	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: April 4, 1966	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: — SUPERVISION: —	SPECIFIED WORK DAYS: NA	WORK DAYS USED: NA
	SPECIFIED CALENDAR DAYS: 105	CALENDAR DAYS USED: 75
PROJECT AUTHORIZATION: $177,447.68	SPECIFIED COMPLETION DATE: NA	PERCENT OF TIME ELAPSED: 71
EXCLUSIVE OF ENGINEERING: $165,532.26	ENGINEERING AUTHORIZATION: $11,946.08	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $155,402.41	ENGINEERING COST TO DATE: $9,226.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 6.1 %	PERCENT OF AUTHORIZATION: 77 %	DATE PROJECT WAS COMPLETED: 7-6-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		
*State Forces		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING	
MILES IN PROJECT		2.4	2.4	NA	2.4	2.4	
MILES PARTIALLY COMPLETED				NA			
MILES COMPLETED		2.4	2.4	NA	2.4	2.4	
TOTAL ESTIMATED QUANTITIES (CONTRACT)		$54,000	4,974 T	2,500 CY	27T 150CY	7,920 T	
TOTAL QUANTITIES CORRECTED TO DATE		"	5,467 T	2,446 T	35T 215 CY	7,251 T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		"	"	"	"	"	
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project Complete
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Morgan Docker Bond Barbee Walker Crear Swan Peery Morelock Trout Scott Wise Litchfield Owen

RECEIVED
AUG 17 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	"
TUESDAY	"
WEDNESDAY	"
THURSDAY	Office Crew Worked on Semi Final
FRIDAY	No Activity
SATURDAY	

REMARKS

Semi-Final will be submitted Monday or Tuesday of next week.
This will be the last weekly report.

L.C. Johnson Res. Engr.
1240 North First St.
Hermiston, Oregon

SIGNED By K.D. Dodge Asst Res Engr LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FORM 6-139

RECEIVED
MAR 28 1966
FILING

GLENN L. JACKSON, CHAIRMAN
McMINNVILLE
KENNETH N. PHILBROOK, MEMBER
WASCO
DAVID O. SIMPSON, MEMBER
PENDLETON
FLOYD QUERY, SECRETARY
SALEM

11-1109

6791

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

March 23, 1966

L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6786 for the following project:

Stone leveling course, paving and furnishing material in stockpile on the Arlington-Lightmile Road Section of the John Day Highway, at Arlington, in Gilliam County

This award was based on your bid of $68,613.50 which was submitted to the Commission on March 10, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (3 I C)

13-1103 Gap Ranch-Chickahominy Cr. 1900
Sec., Central Oregon Hwy.
#6787 (Grading and paving)

RECEIVED
NOV 4 - 1966
FOR FILING

13-1103

6787

November 3, 1966

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

Contract No. 6787 awarded to C.B. Construction Company for grading and paving the Gap Ranch-Chickahominy Creek Section of the Central Oregon Highway in Harney County was completed on September 8, 1966, and accepted by the Highway Commission on November 2, 1966.

Final payment in the amount of $13,244.10 will be released to the contractor after November 10, 1966. The total contract amount is $275,417.13 including $2,759.19 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc C.B. Construction Company
22 West Alder
Walla Walla, Washington 99362

Ahern and Jones, Inc.
618 North Main
Milton-Freewater, Oregon
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 3 - 1966
FOR FILE

13-1109
6787

November 2, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed September 8, 1966, on Contract No. 6787. The contract was with C. S. Construction Co. and was for grading and paving the Gap Ranch-Chickahominy Creek Section of the Central Oregon Highway in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 2, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Gap Ranch - Chickahominy Creek	WEEK ENDING: Oct. 8, 1966
	SECTION PREFIX: 13-1103
HIGHWAY: Central Oregon	COUNTY: Harney
NAME OF JOB: Gap Ranch - Chickahominy Creek	KIND OF WORK: Grading and Paving
CONTRACTOR: C. B. Construction Co.	CONTRACT NUMBER: 6787
	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: May 9, 1966
	ESTIMATED COMPLETION DATE: complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN / SUPERVISION	SPECIFIED WORK DAYS
	SPECIFIED CALENDAR DAYS: 150
	SPECIFIED COMPLETION DATE
	WORK DAYS USED
	CALENDAR DAYS USED: 150
	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 299,925.00	
EXCLUSIVE OF ENGINEERING: $ 278,597.00	ENGINEERING AUTHORIZATION: $ 21,328.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 277,892.73	ENGINEERING COST TO DATE: $ 14,000
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 0.3 %	PERCENT OF AUTHORIZATION: 66 %
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
	DATE PROJECT WAS COMPLETED: Sept. 8, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
100		100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	10.27	10.27		10.27	10.27
MILES PARTIALLY COMPLETED					
MILES COMPLETED	10.27	10.27		10.27	10.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)	$20,435	11,050 CY		540CY 80T	34300T 1890T
TOTAL QUANTITIES CORRECTED TO DATE	20,111	11,290		540 102	34000 2300
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	20,111	11,290		~~540~~ 102	34000 2300
AVERAGE DAILY QUANTITIES	c o m p l e t e d				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

R
E
W

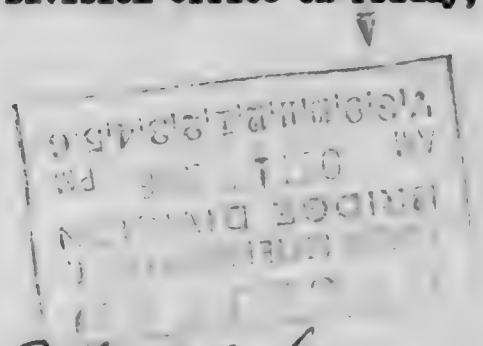
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal Estimate submitted to Division Office on Friday, 10-7-66.

Final Report.



SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
OCT 1 - 1966
FOR FILING
13-1103
6787

October 3, 1966

C. B. Construction Company
22 West Alder
Walla Walla, Washington

Attention: Clarence Braden

Gentlemen:

In connection with a recent contract awarded to C. B. Construction Company, it was called to our attention by the Chief Counsel that the partnership agreement for C. B. Construction Company has been signed for Western Mining and Drilling Company only by L. A. LaBarge.

Will you please ask Mr. Byron Boggs and Mr. Ray Boggs to sign in addition to Mr. L. A. LaBarge and return a fully executed copy to us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jk

cc George Rohde

RECEIVED
APR 15 1966

C. B. Construction Company

22 WEST ALDER WALLA WALLA, WASHINGTON 99362

April 11, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Re: Contract Nos. 6787 and 6789

Dear Sir:

In answer to your letter of April 8 regarding Power of Attorney, I believe you will remember our conversation of March 4 at which time you took me into Mr. Heed's office regarding prequalification for the C. B. Construction Company and asked Mr. Heed if he could process the prequalification at that time, which he did. Our partnership agreement was attached to the prequalification forms.

As follows, I will quote you Paragraph 6 of the Partnership Agreement:

> "Management: The managing partner shall be Clarence Braden. He shall have authority to sign contracts, borrow money, sign promissory notes, checks, subcontracts, and any and all legal documents. He shall have full authority to make any necessary changes in any phase of the operation and is herein designated as the managing partner. As such managing partner he has full authority to sign for and on behalf of all partners and to bind the partnership as fully as though all partners had signed and executed the legal instrument."

I talked to my attorney and he says this fully qualifies me to sign the contract and acts as Power of Attorney.

Very sincerely yours,

C. B. CONSTRUCTION COMPANY

Clarence Braden
Managing Partner

CB:mt

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
APR 1 2 1966
OREGON
STATE HIGHWAY COMMISSION

PARTNERSHIP AGREEMENT

THIS AGREEMENT between CLARENCE BRADEN, KENNETH C. GIGER, JOHN D. LYONS, JACK D. WEBSTER, J. VINCENT NELSON and WESTERN MINING AND DRILLING COMPANY, WITNESSETH:

1. Partnership: The parties do hereby form a partnership under the name of C. B. Construction Co.

Clarence Braden, Kenneth C. Giger, John D. Lyons, Jack D. Webster and J. Vincent Nelson shall each be a partner and L. A. LaBarge, Byron E. Boggs and Ray Boggs, d/b/a/ Western Mining and Drilling Company shall jointly be one partner.

2. Purpose: The purpose of this partnership is to bid a construction project with the State of Washington known as the S. L. I. Road, Et Al., Federal Aid Secondary Project No. S-0697(3) and State Project, and any other projects for which the partnership is qualified. If the partnership is the successful bidder, it is to perform the contract in its entirety according to plans and specifications.

3. Term: The term of this partnership shall begin on the first day of work performed and shall continue until the said construction project has been completed.

4. Office: The office of the partnership shall be located at 22 West Alder Street, Walla Walla, Washington.

5. Capital: Each of the partners shall contribute $5,000.00 for a total capital contribution of $30,000.00. The initial capital accounts

of the partners shall be equal. If at any time in the future the partners determine that further capital is required in the interest of the partnership and that the capital of the partnership should be increased, the additional capital shall be contributed by the partners equally.

6. Management: The managing partner shall be Clarence Braden. He shall have authority to sign contracts, borrow money, sign promissory notes, checks, subcontracts, and any and all legal documents. He shall have full authority to make any necessary changes in any phase of the operation and is herein designated as the managing partner. As such managing partner he has full authority to sign for and on behalf of all partners and to bind the partnership as fully as though all partners had signed and executed the legal instrument.

7. Banking: All funds of the partnership shall be deposited and kept in its name in a partnership bank account at the Baker-Boyer National Bank. All withdrawals therefrom shall be made upon checks signed by the managing partner.

8. Books: The partnership shall maintain full and accurate books of account which shall be kept at the office of the partnership by the managing partner. Each partner shall have access to and the right to inspect the books of the partnership at any reasonable time.

9. Withdrawals: Clarence Braden shall draw $250.00 per week for his services as managing partner, for furnishing the partnership office, and for his bookkeeping and accounting.

Each of the other partners shall be entitled to draw the sum of $250.00 per week for each and every week of full performance. In case of absence, the $250.00 shall be adjusted accordingly. These sums are not to be considered wages but are considered to be a part of the drawing a ccount against anticipated earnings.

10. Profit and Loss: After deducting the withdrawals allowed the partners as set forth in the previous paragraph, the net profits of the partnership and net losses shall then be divided equally between the six partners.

11. Devotion of Time: Each partner to this agreement is obligated to devote full time to the project from the beginning until it is finished.

12. Death: Upon the death of any partner, the surviving partners shall have the right to purchase the decedent's interest in the partnership.

13 Adjustments: In the event of a loss or apparent loss from operations of the partnership, each of the partners to this agreement agrees to reduce the weekly withdrawal and the withdrawal for the rental of equipment in an appropriate amount to absorb any apparent losses. It is the intention of the parties to adjust these rates if that becomes necessary to avoid a partnership loss.

14. Liquidation: Upon liquidation the managing partner shall proceed with reasonable promptness to liquidate the business of the

partnership. After the payment of the partnership debts, expenses of liquidation and any loans by partners to the partnership, the proceeds of liquidations, as realized, shall be distributed, first in discharge of the undrawn profits of the partners and of the estate of any deceased partner and then distributed proportionately in discharge of the respective capital accounts of the partners.

15. Arbitration: Any controversy or claim arising our of our relating to this agreement or its interpretation shall be settled by arbitration with each partner being entitled to appoint one arbitrator and the six arbitrators so appointed shall appoint a seventh arbitrator. Any award made by the majority of such arbitrators shall be final and binding upon the parties.

16. Benefit: This agreement shall inure to and be binding upon the parties and their respective executors, administrators and assigns.

17. Rental: A rental schedule for equipment belonging to the partners is attached to this agreement.

IN WITNESS WHEREOF, the parties have hereunto set their hands this 21st day of January, 1966.

Clarence Braden

Kenneth C. Giger

John D. Lyons

John D. Lyons

Jack D. Webster

Jack D. Webster

J. Vincent Nelson

J. Vincent Nelson

WESTERN MINING AND DRILLING COMPANY,

By L. A. LaBarge President.

L. A. LaBarge

Byron E. Boggs

Ray Boggs

RECEIVED
MAR 28 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Portland
KENNETH H. FRIDLEY, MEMBER
Baker
DAVID W. STANSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

6111

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
State Highway Engineer
R. L. PORTER
Deputy State Hwy. Engr.
G. E. ROHDE
Chief Counsel

March 23, 1966

C. B. Construction Company
22 West Alder
Walla Walla, Washington 99362

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6787 for the following project:

Grading and paving on the Cap Ranch-Chickahominy Creek Section of the Central Oregon Highway, west of Burns, in Harney County

This award was based on your bid of $265,350.00 which was submitted to the Commission on March 10, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

C.B.

RECEIVED
APR 20 1966

FOR FILING

13 C

6787

Braden Construction Co.

Walla Walla, Washington 99362
22 West Alder Street

March 19, 1966

Mr. R. L. Porter
Deputy State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Re: Harney Co. Line-Chimney Creek
Section, Central Oregon Highway

Gap Ranch-Chickahominy Creek
Section, Central Oregon Highway

Dear Mr. Porter:

This is in answer to your letter of March 17th regarding what action we would take in case the two jobs in question should be awarded to us as bid.

Regarding Harney Co., it would be impossible for us to do the job.

Regarding Gap Ranch, we would do this job if the Commission should award it to us on the basis as it was bid.

Yours truly,

Clarence Braden

Clarence Braden

cb:i

March 17, 1966

Mr. Clarence Braden
Clarence Braden Construction Co.
22 West Alder Street
Walla Walla, Washington 99362

Dear Mr. Braden:

Re: Harney Co. Line-Chimney Creek
Section, Central Oregon Highway

Gap Ranch-Chicknhominy Creek
Section, Central Oregon Highway

During our recent conversation concerning the above projects, you delivered to me your letter of March 14 asserting generally that on your bid proposals for these projects you made an error on both bids. At that time I informed you that Highway Commission policy would not permit you to revise your bids after those of your competitors had been disclosed.

While it might be inferred from your letter that you would not execute the necessary project contracts if delivered to you on the basis of your actual bids, it becomes necessary, before making any recommendations to the Highway Commission, to obtain from you a letter simply stating whether you would or would not execute the necessary contracts for the above projects if tendered by the Commission on the basis of your actual bids.

In view of the urgency of this matter, I would appreciate your reply by return mail.

Thank you for your assistance in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

FMcK:ks ms

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe G. E. Rohde

Clarence Braden Construction Co.

Walla Walla, Washington 99362
22 West Alder Street

March 14, 1966

Mr. Porter
Contract Division
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Porter:

As you probably know, Mr. Porter, we were recently low bidder on three contracts, namely:

Webb Slough Section, Pendleton-John Day Highway
Harney Co. Line-Chimney Cr. Section, Central Oregon Highway
Gap Ranch-Chickahominy Creek Section, Central Oregon Highway

Upon receiving information that we were low bidder on these three contracts and upon receiving totals of other bidders, it was very apparent that something was radically wrong with our bid on the Harney Co. Line and the Gap Ranch jobs. After carefully examining our figures we found nothing wrong with the way we figured the jobs. However, our next step was to check unit prices.

On the Harney Co. Line job we found that the $3.30 on Item 8 was for oil rock and our unit price was Percy Jellum's price of $3.30 and our price on the rock of $2.00 was left off. This unit bid should have been $3.30 for the oiler and $2.00 for the rock for a total unit bid of $5.30.

On Gap Ranch a similiar coincidence exists on Item 9. The bid shows a unit price of $1.00 which is our crushing price and our hauling and placing price of $.90 was not included. Therefore, this unit bid should have been $1.00 for rock and $.90 for hauling and placing or a total bid of $1.90 per unit.

I sincerely hope that you can readily see just how these two mistakes were made and that you will be in position to correct these errors which will still leave us with very low bids by comparison.

Very sincerely yours,

Clarence Braden

CB:mt

P. S. If the Commission does not see fit to make the correction, I would request that we be relieved of our bid bond.

Clarence Braden

Bond 7,346.61

Harney Co Jail job
Item #8 Bid at $3.20

$	
2.00	additional asked on bid price of 3.20 for A.C.
17,200	tons AC req'd.
34,400.00	
146,932.25	Original Braden bid
181,332.25	Bid now proposed by Braden
236,184.00	2nd Bidder (Vail) (2nd 6.33 item
271,352.50	State Est.

Bond $13,267.50

Jaga Ranch job
Item #9 Bid at $1.05

8.90	additional asked on bid price for 3/4 - .
1105.20	9ths material req'd. (
9945.00	
265350.00	Orig. Braden bid
275,295.00	Bid now proposed by Braden
319,998.50	2nd Bidder (Rogue River Paving) Item 9 - 3.93
342,186.50	State estimate.

Please file

Harney Co. Line-Chimney Cr. Section
Stone Base and Paving

ice to
pro-

BID SCHEDULE

Item No.	Item		Unit Price	Amount
1.	Watering	700 M-gals.		
	For _____	per M-gal.	$ 3	$ 2100.00
2.	Preparation of Old Roadbed	5.45 miles	500.00	
	For _____	per mile	$	$ 2725.00
3.	3/4" - 0 Material in Base	4,250 cu.yds.		
	For _____	per cu.yd.	$ 1.48	$ 6,290.00
4.	Stone Base	24,200 cu.yds.		
	For _____	per cu.yd.	$ 1.45	$ 35,21[illegible].00
5.	3/4" - 0 Aggregate in Prime Coat	125 cu.yds.		
	For _____	per cu.yd.	$ 4.25	$ 531.25
6.	MC-250 Asphalt in Prime Coat	20 tons		
	For _____	per ton	$ 60.00	$ 1200.00
7.	RS-1 Asphalt in Tack Coat	12 tons		
	For _____	per ton	$ 60.00	$ 720.00
8.	Class "B" Asphalt Concrete Mixture	17,200 tons		
	For _____	per ton	$ 3.30	$ 56,760.00

Sellum 1.80+ cost As.
C.B 2.00 for prod. mat

4:30 P.M Contractor
[illegible]

Item No.	Item	Unit Price	Amount
9.	3/4"-0 Aggregate in Prime Leveling Coat 11,050 sq.yds.		
	For _____ per sq.yd.	$ 1 00	$ 11,050 00
10.	3/4"-0 Aggregate in Prime Coat 540 cu.yds. S.P.		
	For _____ per cu.yd.	$ 3 00	$ 1,620 00
11.	MC-250 Asphalt in Prime Coat 30 tons		
	For _____ per ton.	$ 80 00	$ 2,400 00
12.	AS-1 Asphalt in Tack Coat 22 tons		
	For _____ per ton	$ 60 00	$ 1,320 00
13.	Class "B" Asphalt Concrete Mixture 34,300 tons		
	For _____ per ton	$ 4 70	$ 161,210 00
14.	Asphalt Cement in Mixture 1,890 tons		
	For _____ per ton	$ 32 50	$ 61,425 00
15.	Furnish 18-inch Culvert Pipe 75 lin.ft.		
	For _____ per lin.ft.	$ 6 00	$ 450 00
16.	Furnish 24-inch Culvert Pipe 35 lin.ft.		
	For _____ per lin.ft.	$ 7 00	$ 245 00

COMMERCIAL DEPARTMENT
Walla Walla Union-Bulletin
• PRINTERS and LITHOGRAPHERS •

CLARENCE BRADEN

FORM E-30 80M 9-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1966

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Gap Ranch-Chichahominy Cr. Section
Central Oregon Highway

Concerning Gap Ranch-Chichahominy Creek Section on the Central Oregon Highway, I am advised that the reduced figure of some $90,000 came largely from reducing the total depth of paving from 3 1/2" to 3" and removing the bottom lift on the shoulders. Division advises that it is impractical to extend the job pro rata because of irrigation.

Do you wish to increase the authorization and restore the shoulder paving under construction?

F. D. Morgan
Construction Engineer

By

J. E. Morelock
Chief Locating Engineer

JEM:rw

NOTED
F. B. KLABOE

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
FEB 23 1965
CONSTRUCTION
DIVISION

Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

19-1120 Cogswell Cr.-State Line Sec., 1966
Fremont Hwy. (Grad., pav.)
#6788

BLACKLINE ASPHALT SALES, INC.

HU 9-1784 P. O. BOX 6116 • HILLYARD STATION
SPOKANE, WASHINGTON, 99207

January 4, 1969

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary
Oregon State Highway Commission

Gentlemen:

Per your request in your letter of Feb. 19, 1968, we wish to advise that Percy E. Jellum Contractor, Inc. has paid us in full for all asphaltic materials supplied by our firm for Contract No. 6788 and therefore, we relinquish any and all claims regarding this project.

Yours truly,

BLACKLINE ASPHALT SALES, INC.

Mel C. Ellis

Mel C. Ellis
Vice President

MCE:cd

CC: Firemans Fund
P. O. Box 3395
San Francisco, Cal. 94120

Percy E. Jellum Contractor, Inc.
P. O. Box 272
Pendleton, Oregon 97801

NOTED
FLOYD QUERY

RECEIVED
JAN 6 1969
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

FORM E-123

RECEIVED
FEB 21 1968

COMMISSIONERS
GLENN D. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

File 4365

19-1120

188

FILED
FEB 20 1968
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
FEB 20 6 28 AM '68
CLAY MYERS
SECRETARY OF STATE

February 19, 1968

Blackline Asphalt Sales, Inc.
P. O. Box 6116
Spokane, Washington 99207

Attention: Mr. Mel C. Ellis

NOTED ON CARD

Gentlemen:

This is to acknowledge receipt of your claim letter of February 14 advising us that Percy E. Jellum Contractor, Inc., owes you for asphaltic products supplied from the Klamath Falls facilities in the amount of $44,620.42.

This appears to be in reference to the Percy E. Jellum Contractor, Inc., Contract No. 6788 for grading and paving on the Cogswell Creek-State Line Section of the Fremont Highway in Lake County.

The Fireman's Fund Insurance Company through Akers & Jones, Inc., 618 N. Main, Milton-Freewater, furnished the performance bond on this contract. We will advise them of the receipt of your letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
FEB 20 1968
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

BLACKLINE ASPHALT SALES, INC.

HU 9-1784 P. O. BOX 6116 • HILLYARD STATION

SPOKANE, WASHINGTON, 99207

February 14, 1968

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Sir:

Re: State of Oregon - Lakeview South Project
Contract No. 6788
Percy Jellum Contractor Inc. - Contractor

The above referred to contractor has an unpaid balance in the amount of $44,620.42, owing to our firm for asphaltic products supplied from our Klamath Falls, Oregon facilities on the above mentioned project. Our records indicate the last shipment was made August 12,1967.

Kindly consider this letter as a materials lien and supply us with any pertinent information pertaining thereto at your earliest convenience.

Yours truly,

BLACKLINE ASPHALT SALES,INC.

Mel C. Ellis

Mel C. Ellis

MCE:da

CC: Firemens Fund - Akers and Jones Inc.
618 North Main Street
Milton-Freewater, Oregon

Percy E. Jellum Contractor Inc.
P.O. Box 272
Pendleton, Oregon

NOTED
FLOYD QUERY

RECEIVED
FEB 19 1968
STATE HIGHWAY COMMISSION

RECEIVED
SEP 18 1967
FOR FILING

19-1120
6788

September 18, 1967

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

A post-final payment for $8,000 will be made to Percy E. Jellum Contr., Inc., on Contract No. 6788 for grading and paving on the Cogswell Creek-State Line Section of the Fremont Highway in Lake County, as soon as the warrant is prepared.

The total amount paid on this contract will be $294,787.48, including the post-final payment. Of the total, $12,429.84 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Percy E. Jellum Contr., Inc.
29 S. E. Court Street
Pendleton, Oregon 97801

Akers & Jones, Inc.
618 N. Main
Milton-Freewater, Oregon

bc C. H. Maison
Attn: John Herr

RECEIVED
SEP 14 1967
FOR FILING

19-1120

6788

September 13, 1967

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California 94118

Gentlemen:

Contract No. 6788 awarded to Percy E. Jellum Contractor, Inc., for grading and paving Cogswell Creek-State Line Section of the Fremont Highway in Lake County was completed on July 26, 1967, and accepted by the Highway Commission on September 12, 1967.

Final payment in the amount of $6,951.24 will be released to the contractor after September 20, 1967. The total contract amount is $286,787.45 including $12,429.84 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Percy E. Jellum Contractor, Inc.
29 S. E. Court Street
Pendleton, Oregon 97801

Ahern and Jones, Inc.
618 North Main
Milton-Freewater, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 13 1967
FOR FILING
19-1120
6788

September 12, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed July 26, 1967, on Contract No. 6788. The contract was with Percy E. Jellum Contractor, Inc., and was for grading and paving on the Cogswell Creek-State Line Section of the Fremont Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 12, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
J. F. Putnam
srb kf

19-1120

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cogswell Creek-State Line		WEEK ENDING: August 5, 1967
		SECTION PREFIX: 19-1120
HIGHWAY: Fremont		COUNTY: Lake
NAME OF JOB: Cogswell Creek - State Line	KIND OF WORK: Grading and Paving	
CONTRACTOR: Percy E. Jellum Contractor, Inc.	CONTRACT NUMBER: 6788	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: May 17, 1966	ESTIMATED COMPLETION DATE: July 26, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 268
PROJECT AUTHORIZATION: $342,262.12	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 179
EXCLUSIVE OF ENGINEERING: $317,923.48	ENGINEERING AUTHORIZATION $24,338.64	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $314,714.43	ENGINEERING COST TO DATE $31,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 1.2%	PERCENT OF AUTHORIZATION 129%	DATE PROJECT WAS COMPLETED: July 26, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.74	5.74			5.74
MILES PARTIALLY COMPLETED	5.74	5.74			5.74
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	38,000 CY	44,900 Ton			18,500 Ton
TOTAL QUANTITIES CORRECTED TO DATE	28,405 CY	41,961 Ton			19,815 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	28,405 CY	41,961 Ton			19,815 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days Charged — CAUSE OF DELAY
SUNDAY	Clear - Warm			Roofing
MONDAY	Clear - Warm			Decker
TUESDAY	Clear - Warm			Barboe
WEDNESDAY	Clear - Warm			Walker, Clem
THURSDAY	Clear - Warm			Swan
FRIDAY	Clear - Warm			
SATURDAY	Clear - Warm			

RECEIVED
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Office personnel working on semi-final data.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	The semi-final estimate was completed and submitted to the Division Office.
SATURDAY	No activity.

REMARKS

This is the last report for this project.

cc: Construction (2)
Division (1)
File (1)

SIGNED E. J. Dunn LOCATION Lakeview

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP1FE1R

RECEIVED
NOV 7 - 1966
FOR FILING

19-1120

6-199

October 7, 1966

#7

Percy E. Jelhum Contractor, Inc.
29 S.E. Court Street
Pendleton, Oregon 97801

Gentlemen:

The State Highway Commission at its meeting on October 6 considered your request for an extension of time on Contract No. 6788 on the Cogswell Creek-State Line Section of the Fremont Highway in Lake County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request for a 50-day extension of time.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc J. F. Putnam
E. J. Dunn
L. H. Young
F. D. Morgan
C. H. Maisen

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1966

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Extension of Time
Cogswell Creek-State Line Section
Fremont Highway
Contract No. 6788

Herewith a request for a 50-day extension of time from Percy E. Jellum Contractor, Inc., prime contractor on the subject project. This request is based on alleged delay in installation of one-way traffic control signals at two box culvert locations, and additional culvert work.

Some pertinent dates relating to this project are as follows:

Date of award:	March 23, 1966
Begin calendar day count:	April 12, 1966 (150 calendar days allowed)
Contractor started work:	May 17, 1966
State force signal order approved:	May 23, 1966
Signals installed	June 9, 1966
Box culvert subcontractor moved in:	June 20, 1966
Box culverts all poured:	August 5, 1966

The Resident Engineer's weekly report for the week ending August 13 notes that project was dormant, awaiting rock. The latest report shows the project only 20% completed and the quarry development work just got under way last week.

Since 11 days elapsed from the time the traffic signals were installed at the box culvert sites until the culvert construction started, we cannot concur that our signal work caused any delay. Aside from this, the installation of signals was merely an added traffic safety measure. The work could have started under a flagging control. Another consideration was the seasonal increase in traffic because the box culvert construction was not started earlier.

As for the additional pipe culvert work, there have been 4 extra orders (including a Price Agreement for 2 additional culverts) that total $2,474. This is modest (less than 1%) in comparison to the contract amount of $299,333. Some of the bid items for culvert pipe have actually under-run. The total project is not expected to over-run at this time.

The 150-day contract time is up today, so a large over-run of time seems imminent. Other factors may develop during the performance of the remaining work that would justify extension, but we cannot recommend one at this time. This is a State project.

We believe an answer on the request should be given so that the contractor can consider alternative action. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:bjm
Attachments

cc: L. H. Young

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

E-320 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date .....Aug. 16....., 19....66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .....150.... days to ..200..... days, within which to complete our Contract No. 6788....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Had to wait for installations of control lights for box culverts which changed schedules.
Additional pipe to be installed.

Respectfully submitted,

.....Percy E. Jellum Contractor, Inc.....
Contractor

By .....

CONSENT OF SURETY

Date .....August 18....., 19..66

We, ..Fireman's Fund Insurance Company.....

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Robert E. Lande
Attorney-in-fact

(SEAL)

Mabry Insurance Agency
Pendleton, Oregon — P.B. Mabry, Jr.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6788 Contractor Percy E. Jellum Contractor, Inc.

Highway Fremont

Section Cogswell Creek - State Line

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~XXXXXXXX~~ The reasons for such recommendation are as follows:

Recommended for Approval:

Division Engineer

John A. Bond

Construction Engineer or Bridge Engineer

J. B. Klabose

State Highway Engineer

Contract No.	6788
Project designation	State (State-Federal)
Date awarded	March 23, 1966
Work started	May 17, 1966
Per cent completed	20% August 26, 1966 (Date)
No. of Workdays Allowed	150
No. of Workdays Used	138
No. of Added Workdays Requested	~~50~~ 0

SP*8806-734

RECEIVED
OCT 3 - 1966
FOR FILING

19-11 2 C
6-188

September 30, 1966

Mr. Norma Hunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Hunn:

Attached is a suggested reply for the Governor's consideration in answering the September 23 letter from Ruth Daniel of New Pine Creek who complained of conditions in connection with a highway construction project.

This is a case of a contractor having more work than he can properly prosecute but I believe that he is now or soon will be on the job and will finish it without delay. We hope the weathermen does not catch him with his work half done.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
J. F. Putnam

RLP:ms bg

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

September 30, 1965

Mr. Ruth Daniel
Post Office Box 113
Rose Pine Creek, Oregon

Dear Mr. Daniel:

I have your letter of September 23 concerning highway construction on the Fremont Highway in your area. A check with the Highway Department indicates that your letter dated September 5 was not received until September 19 and that an answer has subsequently been sent to you.

Public works in our state must be constructed by the contract method except for very minor jobs. While conditions and directions can be made a part of the contract, in situations where an operator is overloaded or for some other reason delays the work, the State has very little remedy except to impose a liquidated damage penalty. It appears that such a penalty will be imposed on this work.

I find that the Highway Department has done everything in its power to urge this contractor to complete his work and I am advised that he has, or soon will, be working on the sections. I know that it is an inconvenience and annoyance for people who reside in the area but on occasion things happen to cause projects to take more time than was scheduled.

I appreciate your calling the matter to my attention and I am sure progress will be better in the future than it has in the past.

SEP 26 1966

Daniel

RECEIVED
SEP 27 1966
ENGINEER
OREGON

Fairview Camp Inc.
Sept. 23. 1966

Dear Sir:

I see in the Farm Papers that you are going to do some work soon, would like to get on your list to come to Fairview Creek and install a new highway to the Campground. The old one kept washing out and had to be rebuilt every year & about 15 miles of it had to be moved back from the river. Also the bridges are dangerous & the guard rails are rotten and no shoulders

I wrote to the State Highway Dept. in Salem but they never answer.

(See attached answer)

I understand that contractors has three jobs and that is

SEP 20

SEP 27 1966
FOR FILING
19-1120
6784

September 27, 1966

Ms. Beth Daniel
New Pine Creek, Oregon

Dear Ms. Daniels

Reference is made to your letter of September 5 regarding the delay of highway construction between Cogswell Creek and the California State Line on the Fremont Highway.

While it is true that the contractor has been extremely slow in promoting this project, it is due partially to his inability to secure a subcontractor to crush the necessary aggregate required for paving; however, he has assured us that he will have this project completed prior to the onset of inclement weather. We are using every means possible to have him expedite completion of this contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan

EAP:nh srb

REFERRED TO
Admin
BY SECRETARY

1110
SEP 19 66

New Pine Creek, Ore.
Sept 5, 1966

Dear Sir:

Would like to know why this stretch of highway, five miles north of N P C isn't being worked on. The Lake Co. Engineer stated it would be finished by the 15th of Sept. They put in two bridges and that's the last we'll saw of them.

As taxpayers of Lake Co. we think something ought to be done, is the Construction Co. going to get finish or are they going to let him get away with it like they did in Lakeview.

It's not the only one in N P C that is complaining about this.

Beth Daniel
New Pine Creek, Ore.

RECEIVED
SEP 16 1966
FOR FILING

17 1120
6788

September 14, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 7
October 6, 1966 meeting

Gentlemen:

Percy E. Julian Contractor, Inc., contractor on the Cogswell Creek-State Line Section of the Fremont Highway Contract No. 6788, in Lake County, has requested a 30-day extension of time. The reasons given in the request are an alleged delay in installation of two signals by State forces to provide one-way traffic control at the sites of two box culverts to be constructed by the contractor and the addition of some culvert installation not shown on the plans.

The contractor waited 11 days after the signals were in place before starting the box culvert work, which is but a small part of the project. The culverts added are also very minor in comparison to the rest of the project and some of the other culvert pipe items actually underrun. The project is behind schedule for other reasons that are not due to any failure on the part of the State. The contractor's development of an aggregate source has been very slow.

It is recommended that the request for extension be denied. This is a State project.

This matter will be presented for your consideration at the October 6 meeting.

Very truly yours,

Ferrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
W. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

JAB:bjm bg

E-210 (Rev.)—5M—6-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date ....Aug. 16...., 19....66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ....150.... days to ..200..... days, within which to complete our Contract No. 6788....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Had to wait for installations of control lights for box culverts which changed schedules.
Additional pipe to be installed.

Respectfully submitted,

....Percy E. Jellum Contractor, Inc.....
Contractor

By .....

CONSENT OF SURETY

Date .....August 18....., 19..66

We, ..Fireman's Fund Insurance Company.....

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Robert E. Lamb
Attorney-in-fact

(SEAL)

Mabry Insurance Agency
Pendleton, Oregon
Resident Agent P.B. Mabry, Jr.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6700 Contractor Percy E. Jollum Contractor, Inc.

Highway Fremont

Section Cogswell Creek - State Line

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED [redacted]. The reasons for such recommendation are as follows:

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	6700
Project designation	State (State-Federal)
Date awarded	March 23, 1966
Work started	May 17, 1966
Per cent completed	20% August 26, 1966 (Date)
No. of Workdays Allowed	150
No. of Workdays Used	130
No. of Added Workdays Requested	~~0~~

SP*0068-734

RECEIVED
SEP 6 - 1966
FOR FILING

19-1120
12-1107

P. O. BOX 272

AUG 10 1966

19 11 20
6711

PERCY E. JELLUM
CONTRACTOR, INC.

PENDLETON OREGON

Aug. 8, 1966

L. H. Warfield, Asst. D.E.
Oregon State Highway Dept.
Bend, Oregon

Dear Sir:

Thank you for your letter of Aug. 4th of concern. The crushing contractor will be in, in approximately 3 weeks and of course paving will be started shortly thereafter on contract No. 6788 and on contract No. 6787 should be compleed by aug. 26th.

We still have additional drainage, extra, to do on 7888 and should be done in the next couple of weeks, however we did have some delay in waiting for electric traffic control on box culverts to provide proper control and safty for the traffic.

Hoping the above is the information you requested and extend our fullest cooperation to your request.

Yours Truly
PERCY E. JELLUM CONTRACTOR, INC.

Percy E. Jellum, Pres.

cc: Clarence Braden, crushing subcontractor:

PEJ:jdt
To F. D. Morgan 8-10-66

Copy to Dun 8-11-66

13-1102

xxxxxxxxxx
Bend, Oregon 97701
August 4, 1966

Percy E. Jellum Contractor, Inc.
29 S. E. Court Street
Pendleton. Oregon 97801

Gentlemen:

We are becoming concerned about the possibility of your being unable to complete the work you have remaining in this division this year. According to our information you are moving from the Gap Ranch-Chickahominy job to Burns. This will delay your move to Lakeview. The widening on this job is to a point where very little more can be done without crushed rock for the shoulders. It would appear that your time may have all elapsed before the paving starts.

As you know, we are extremely anxious to finish all contracts of this type this year. In line with this will you please furnish this office a schedule of your proposed plans for the remaining work in this division.

Very truly yours,

Original Approved by L. H. Warfield

L. H. Warfield
Assistant Division Engineer

LHW/ft

cc: F. D. Morgan
R. H. Clark
E. J. Dunn

RECEIVED
AUG 1 - 1966

FOR FILING

19-11-20

6, 77

Klaboe

EXD CON BND 146 7-15-66 4/00 PM

F D MORGAN

RE EXTENSION COGSWELL CREEK - STATE LINE CONTRACT 6788
FROM M P 152 NORTHERLY TO M P 151 UNIT PRICES ARE ACCEPTABLE
EXCEPT----

3/4-0	BID	2.00	ASK	2.20	850	TONS
STONE BASE	BID	1.80	ASK	2.00	7000	TONS
A.C.	BID	4.70	ASK	4.80	3230	TONS

GENERAL EXCAVATION AMOUNTS TO 22,000 CU YDS. BID PRICE 1.00 PER CU. YARD. THERE ARE 2 ROCK OUTCROPS WHICH WILL REQUIRE SHOOTING. /APPROX. 5,500 CU YDS/. CONTRACTOR WILL PERFORM ALL EXC. WORK AT $1.15 OR AT 1.00 PLUS FORCE ACOXXX ACCOUNT FOR DRILLING AND SHOOTING. TOTAL COST $80,000. ADDITIONAL TIME REQUESTED. JELLUM HAS THIS XXX CONTRACT WITH BRADEN XXXXXXG SUBBING ROCK. BRADEN HAS GAP RANCH CONTRACT WITH JELLUM SUBBING A.C. IF EXTENSIONS OKAYED, WORK COULD BE COMPLETED THIS YEAR ON BOTH.

J F PUTNAM

FT17.

F. B. KLABOE
NOTED

RECEIVED
MAR 24 1966

GLENN L. JACKSON, CHAIRMAN
MEDFORD
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

19-1128
6788

March 23, 1966

Percy I. Jellum Contractor, Inc.
P. O. Box 272
Pendleton, Oregon 97801

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6788 for the following project:

Grading and paving on the Cogswell Creek-State Line Section of the Fremont Highway, south of Lakeview, in Lake County

This award was based on your bid of $299,333.00 which was submitted to the Commission on March 10, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
C. D. Matthis (SI&C)

30-1139 Webb Slough Sec., Pendleton-John Day Hwy. (Grad., oil.) 1966

#6789

RECEIVED
OCT 4 - 1966
FOR FILING
E-11-1
6787

October 3, 1966

C. B. Construction Company
22 West Alder
Walla Walla, Washington

Attention: Clarence Braden

Gentlemen:

In connection with a recent contract awarded to C. B. Construction Company, it was called to our attention by the Chief Counsel that the partnership agreement for C. B. Construction Company has been signed for Western Mining and Drilling Company only by L. A. LaBarge.

Will you please ask Mr. Byron Boggs and Mr. Ray Boggs to sign in addition to Mr. L. A. LaBarge and return a fully executed copy to us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jk

cc George Rohde

C. B. Construction Company
22 WEST ALDER WALLA WALLA, WASHINGTON 99362

April 11, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Re: Contract Nos. 6787 and 6789

Dear Sir:

In answer to your letter of April 8 regarding Power of Attorney, I believe you will remember our conversation of March 4 at which time you took me into Mr. Heed's office regarding prequalification for the C. B. Construction Company and asked Mr. Heed if he could process the prequalification at that time, which he did. Our partnership agreement was attached to the prequalification forms.

As follows, I will quote you Paragraph 6 of the Partnership Agreement:

> "Management: The managing partner shall be Clarence Braden. He shall have authority to sign contracts, borrow money, sign promissory notes, checks, subcontracts, and any and all legal documents. He shall have full authority to make any necessary changes in any phase of the operation and is herein designated as the managing partner. As such managing partner he has full authority to sign for and on behalf of all partners and to bind the partnership as fully as though all partners had signed and executed the legal instrument."

I talked to my attorney and he says this fully qualifies me to sign the contract and acts as Power of Attorney.

Very sincerely yours,

C. B. CONSTRUCTION COMPANY

Clarence Braden
Managing Partner

CB:mt

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
APR 12 1966
OREGON
STATE HIGHWAY COMMISSION

PARTNERSHIP AGREEMENT

THIS AGREEMENT between CLARENCE BRADEN, KENNETH C. GIGER, JOHN D. LYONS, JACK D. WEBSTER, J. VINCENT NELSON and WESTERN MINING AND DRILLING COMPANY, WITNESSETH:

1. Partnership: The parties do hereby form a partnership under the name of C. B. Construction Co.

Clarence Braden, Kenneth C. Giger, John D. Lyons, Jack D. Webster and J. Vincent Nelson shall each be a partner and L. A. LaBarge, Byron E. Boggs and Ray Boggs, d/b/a/ Western Mining and Drilling Company shall jointly be one partner.

2. Purpose: The purpose of this partnership is to bid a construction project with the State of Washington known as the S. L. I. Road, Et Al., Federal Aid Secondary Project No. S-0697(3) and State Project, and any other projects for which the partnership is qualified. If the partnership is the successful bidder, it is to perform the contract in its entirety according to plans and specifications.

3. Term: The term of this partnership shall begin on the first day of work performed and shall continue until the said construction project has been completed.

4. Office: The office of the partnership shall be located at 22 West Alder Street, Walla Walla, Washington.

5. Capital: Each of the partners shall contribute $5,000.00 for a total capital contribution of $30,000.00. The initial capital accounts

of the partners shall be equal. If at any time in the future the partners determine that further capital is required in the interest of the partnership and that the capital of the partnership should be increased, the additional capital shall be contributed by the partners equally.

6. Management: The managing partner shall be Clarence Braden. He shall have authority to sign contracts, borrow money, sign promissory notes, checks, subcontracts, and any and all legal documents. He shall have full authority to make any necessary changes in any phase of the operation and is herein designated as the managing partner. As such managing partner he has full authority to sign for and on behalf of all partners and to bind the partnership as fully as though all partners had signed and executed the legal instrument.

7. Banking: All funds of the partnership shall be deposited and kept in its name in a partnership bank account at the Baker-Boyer National Bank. All withdrawals therefrom shall be made upon checks signed by the managing partner.

8. Books: The partnership shall maintain full and accurate books of account which shall be kept at the office of the partnership by the managing partner. Each partner shall have access to and the right to inspect the books of the partnership at any reasonable time.

9. Withdrawals: Clarence Braden shall draw $250.00 per week for his services as managing partner, for furnishing the partnership office, and for his bookkeeping and accounting.

Each of the other partners shall be entitled to draw the sum of $250.00 per week for each and every week of full performance. In case of absence, the $250.00 shall be adjusted accordingly. These sums are not to be considered wages but are considered to be a part of the drawing a ccount against anticipated earnings.

10. Profit and Loss: After deducting the withdrawals allowed the partners as set forth in the previous paragraph, the net profits of the partnership and net losses shall then be divided equally between the six partners.

11. Devotion of Time: Each partner to this agreement is obligated to devote full time to the project from the beginning until it is finished.

12. Death: Upon the death of any partner, the surviving partners shall have the right to purchase the decedent's interest in the partnership.

13 Adjustments: In the event of a loss or apparent loss from operations of the partnership, each of the partners to this agreement agrees to reduce the weekly withdrawal and the withdrawal for the rental of equipment in an appropriate amount to absorb any apparent losses. It is the intention of the parties to adjust these rates if that becomes necessary to avoid a partnership loss.

14. Liquidation: Upon liquidation the managing partner shall proceed with reasonable promptness to liquidate the business of the

partnership. After the payment of the partnership debts, expenses of liquidation and any loans by partners to the partnership, the proceeds of liquidations, as realized, shall be distributed, first in discharge of the undrawn profits of the partners and of the estate of any deceased partner and then distributed proportionately in discharge of the respective capital accounts of the partners.

15. Arbitration: Any controversy or claim arising our of our relating to this agreement or its interpretation shall be settled by arbitration with each partner being entitled to appoint one arbitrator and the six arbitrators so appointed shall appoint a seventh arbitrator. Any award made by the majority of such arbitrators shall be final and binding upon the parties.

16. Benefit: This agreement shall inure to and be binding upon the parties and their respective executors, administrators and assigns.

17. Rental: A rental schedule for equipment belonging to the partners is attached to this agreement.

IN WITNESS WHEREOF, the parties have hereunto set their hands this 21st day of January, 1966.

Clarence Braden

Kenneth C. Giger

John D. Lyons

John D. Lyons

Jack D. Webster

Jack D. Webster

J. Vincent Nelson

J. Vincent Nelson

WESTERN MINING AND DRILLING COMPANY.

By L. A. LaBarge Pres. and Gen. Mgr.

L. A. LaBarge

Byron E. Boggs

Ray Boggs

RECEIVED
AUG 19 1966
FOR
30-1139
6789

August 18, 1966

Fireman's Fund Insurance Co.
3333 California Street
San Francisco, California

Gentlemen:

Contract No. 6789 awarded to C. B. Construction Company, for grading and oiling the Webb Slough Section of the Pendleton--John Day Highway in Umatilla County was completed on June 10, 1966, and accepted by the Highway Commission on August 17, 1966.

Final payment in the amount of $2,665.60 will be released to the contractor after August 25, 1966. The total contract amount is $84,342.41 including $868.95 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

gw

cc: C. B. Construction Company
22 West Alder
Walla Walla, Washington 99362

Akers & Jones, Inc.
618 North Main
Milton-Freewater, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 18 1966
FOR FILING
30-1139
6789

August 18, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 10, 1966, on Contract No. 6789. The contract was with C. B. Construction Company and was for grating and oiling on the Webb Slough Section on the Pendleton-John Day Highway in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 17, 1966, and that you concur in this procedure at the Commission meeting on August 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg srb

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Webb Slough Section		WEEK ENDING: July 16, 1966
		SECTION PREFIX: 30-1139
HIGHWAY: Pendleton—John Day		COUNTY: Umatilla
NAME OF JOB: Webb Slough Section	KIND OF WORK: Grading & Oiling	
CONTRACTOR: C.B. Construction	CONTRACT NUMBER: 6789	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: April 3, 1966	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: — SUPERVISION: —	SPECIFIED WORK DAYS: NA	WORK DAYS USED: NA
	SPECIFIED CALENDAR DAYS: 105	CALENDAR DAYS USED: 960
	SPECIFIED COMPLETION DATE: NA	PERCENT OF TIME ELAPSED: 57
PROJECT AUTHORIZATION: $ 99,135.00	ENGINEERING AUTHORIZATION: $ 7,049.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 92,085.40	ENGINEERING COST TO DATE: $ 6,602.54	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 84,550.30		DATE PROJECT WAS COMPLETED: ~~Compl~~ June 10, 1966
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 8 %	PERCENT OF AUTHORIZATION: 94 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.8	1.8		1.8	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.8	1.8		1.8	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,260 hrs	26,200 T.	222T 2,100 CY		
TOTAL QUANTITIES CORRECTED TO DATE	1,393 hrs	23,142 T.	198T 1,800 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	" "	"	" "		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Contract completed.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Decker — Bond — Barbee — Walker — Glenn — Swan — Scott — Wills — Litchfield — Olson

RECEIVED
JUL 18 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contract complete
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Hildebrant worked on semi-final one day.
Semi-final submitted to Div. office 7-15-66.
This will be the last weekly report.

L.C. Johnson Res. Engr.

SIGNED L. C. Johnson LOCATION 1240 North First St. Hermiston, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAR 28 1966
FOR FILING

KENNETH H. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
30-1157
6789

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 23, 1966

C. B. Construction Company
22 West Alder
Walla Walla, Washington 99362

Gentlemen:

The State Highway Commission on this date **awarded to you State Highway Contract No.** 6789 **for the following project:**

Grading and oiling on the Webb Slough Section of the Pendleton-John Day Highway, south of Nye Junction, in Umatilla County

This award was based on your bid of $67,620.00 **which was submitted to the Commission on** March 10, 1966 **for this project.**

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (SI C)

S-525(1)	Lower Powder Valley (Keat-	1966
S-482(3)	ing Sec., FAS 499 & 509	
# 6790	(stone base & oiling)	

CoA 2731

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (5-64)

HIGHWAY DEPARTMENT INVOICE

NO. 93460

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-6-67	CC 1090		1-1057-7

RECEIVED
DEC 7 1967
ENGINEER
COUNTY & CITY DIVISION

Contract 6790
S 525(1) & S-482(3)

Baker County Court
Courthouse
Baker, Oregon 97814

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attn: Honorable Lloyd [illegible] County Judge

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Lower Powder River (Resting) Section US Routes 49 and 30N Covered by agreement dated November 22, 1963			
County advance deposit		10,700.00	
Less amount previously transferred		5,700.00	
			5,000.00
County's share of construction costs		2,075.93	
Less amount previously transferred		5,700.00	
			3,375.93
[illegible]			1,624.07

NOTED
H. S. COX

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $ .....

By .....

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
ON TARWEL

RECEIVED
SEP 19 1966
FOR FILING
S-525(1)
6790

September 15, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6790 awarded to J. C. Compton Company for stone base and oiling on the Lower Powder Valley (Keating) Section of FAS 499 and 509 in Baker County was completed on July 15, 1966, and accepted by the Highway Commission on September 13, 1966.

Final payment in the amount of $4,341.70 will be released to the contractor after September 22, 1966. The total contract amount is $46,317.78 including $423.10 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Juery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

go

cc: J. C. Compton Company
P. O. Box 86
Huntingville, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 14 1966

S-525( )
6790

September 13, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 15, 1966, on Contract No. 6790. The contract was with J. C. Compton Company and was for stone base and oiling on the Lower Powder Valley (Keating) Section of FAS499 and 509 in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 13, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. M. Maison
A. F. Parsen

bg

Hill

F.A.S. 499

LLOYD REA
COUNTY JUDGE

R. M. PHIPPS
GILL C. WRIGHT
COMMISSIONERS

BAKER COUNTY
BAKER • OREGON

August 23, 1966

NOTED
H. S. COX

NOTED
P. B. Arensmeier

Mr. M. M. Stump, Resident Engineer
Oregon State Highway Department
2019 First Street
Baker, Oregon

Dear Mr. Stump:

Re: Lower Powder Valley
Keating Road FAS 499 & 509

This is to advise you that we, the Baker County Court, have discussed the above-mentioned project and find it acceptable to the county, as of this date.

Sincerely yours,
Baker County Court

County Judge

R M Phipps

County Commissioner

Gill C Wright

County Commissioner

RECEIVED
SEP 2 1966
ENGINEER
COUNTY & CITY DIVISION

Cox

NOTED
R. H. PRANGE

NOTED
HAROLD REYNOLDSON

NOTED
V. S. [illegible]

NOTED
DON HARWELL

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lower Powder Valley (Keating)		WEEK ENDING: July 29, 1966
		SECTION PREFIX: 501-1057-900
HIGHWAY: FAS 499 & 509		COUNTY: Baker
NAME OF JOB: LOWER POWDER VALLEY (KEATING)	KIND OF WORK: Stone Base & Oiling	
CONTRACTOR: J. C. Compton Co.	CONTRACT NUMBER: 6790	FEDERAL AID PROJECT NUMBER: S-482(2); S-525(1)
DATE OF CONTRACT: March 23, 1966	DATE WORK STARTED: April 8, 1966	ESTIMATED COMPLETION DATE: July 15, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 96	CALENDAR DAYS USED 96
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 107
PROJECT AUTHORIZATION: $53,320.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $49,725.28	ENGINEERING AUTHORIZATION $3,806.72	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $47,119.41	ENGINEERING COST TO DATE $2,967.92	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 5.2 %	PERCENT OF AUTHORIZATION . . . . 78 %	DATE PROJECT WAS COMPLETED: 7-15-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		2.2		2.2	
MILES PARTIALLY COMPLETED		-		-	
MILES COMPLETED		2.2		2.2	
TOTAL ESTIMATED QUANTITIES (CONTRACT)		20,900		1750	
TOTAL QUANTITIES CORRECTED TO DATE		18,926		1790	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		18,926		1790	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Fair & warm	0		Job completed July 15, 1966
MONDAY 25	"	0		
TUESDAY 26	"	0		
WEDNESDAY 27	"	0		
THURSDAY 28	"	0		
FRIDAY 29	"	0		
SATURDAY 23	"	0		

Morgan ___ Pease E
Decker ___ Morelock
Bond B ___ Trout
Barbee ___ Scott
Walker W ___ Wills
Glenn ___ Litchfield
Swan ___ Olson

RECEIVED
AUG 1 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi - final Estimate was sent in on July 27, 1966.

This is the final Weekly Report.

SIGNED M. M. Stump LOCATION Baker

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 9-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-139	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.		COUNTY
8		Baker
		PROJECT NO.
		S-482(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lower Powder Valley (Keating) Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-66	1.004
*OTHER *(Specify)*		

FUNDS — Rec Date 4-3-51

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 24,259	$ 15,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahore

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 13255-P64

Oregon State Highway Department

Federal Aid
Project No. S-482(2)

LOWER POWDER VALLEY (IRRIGATION) SECTION

OF FAS 509 IN BAKER COUNTY

Project Agreement Estimate

Salem, Oregon, April 6, 1966

Type Code 3231
Roadway (Sta. 284+00 to Sta. 337+00)(Contract 6790)

Preparation of Old Roadbed	1.00 mile	$1,000.00	$ 1,000.00
Hauling and Placing 3/4" - 0 Material in Base	2,900 cu.yd.	1.35	3,915.00
Hauling and Placing Stone Base	6,900 cu.yd.	1.35	9,315.00
Watering	250 M-gal.	4.00	1,000.00
Hauling and Placing 3/4" - 0 Aggregate in Prime Coat	100 cu.yd.	2.50	250.00
MC-250 Asphalt in Prime Coat	15 ton	51.00	765.00
Hauling and Placing Aggregates	690 cu.yd.	2.50	1,725.00
120-150 Asphalt in Asphalt Macadam	50 ton	50.00	2,500.00
RS-1 Asphalt in Asphalt Macadam	13 ton	53.00	689.00
Extra for Asphalt Macadam Approaches	11 only	50.00	550.00
			$ 21,709.00
Flagging (57½% of contractor's cost)	All Req. (46%)		115.00
Signing	All Req. (46%)		230.00
			345.00
	Subtotal		$ 22,054.00
	10% Engr. & Cont.		2,205.00
	Total		$ 24,259.00

Length of Roadway 0.981 mile
Length of 1 Structure 0.023 mile (exceptions)
Total Length 1.004 mile
Total Cost of Roadway per Mile $24,728.84

Federal Funds	$ 15,400.00
State Funds	4,429.50
County Funds	4,429.50
	$ 24,259.00

State funds for const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 329, Laws 1939.
Funds for maintenance : Chap. 329, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 9-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-141	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 8 #6740	4-18-66	COUNTY Baker
		PROJECT NO. S-525(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lower Powder Valley (Keating) Section of FAS 499.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-66	1.2
*OTHER *(Specify)*		

FUNDS Pro Rata 63.51

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 28,083	$ 17,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

KX A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1966

Oregon State Highway Department

Federal Aid
Project No. S-525(1)

LOWER POWDER VALLEY (KEATING) SECTION OF

FAS 499 IN BAKER COUNTY

Project Agreement Estimate

Salem, Oregon, April 6, 1966

Type Code 5211
Roadway (Sta. 220+74.5 to Sta. 284.00)(Contract 6739)

Preparation of Old Roadbed	1.20 mile	$1,000.00	$ 1,200.00
Hauling and Placing 3/4" - 0 Material in Base	2,800 cu.yd.	1.35	3,780.00
Hauling and Placing Stone Base	8,300 cu.yd.	1.35	11,205.00
Watering	280 M-gal.	4.00	1,120.00
Hauling and Placing 3/4" - 0 Aggregate in Prime Coat	130 cu.yd.	2.50	325.00
MC-250 Asphalt in Prime Coat	19 ton	51.00	969.00
Hauling and Placing Aggregates	830 cu.yd.	2.50	2,075.00
120-150 Asphalt in Asphalt Macadam	60 ton	50.00	3,000.00
RS-1 Asphalt in Asphalt Macadam	17 ton	53.00	901.00
Extra for Asphalt Macadam Approaches	11 only	50.00	550.00
			$25,125.00

Flagging (57½ of Contractor's Cost)	All Required (54%)	$ 135.00
Signing	All Required (54%)	270.00
		$ 405.00
	Subtotal	$25,530.00
	10% Engr. & Cont.	2,553.00
	Total	$28,083.00

Length of Roadway . . . . . 1.2 miles
Cost of Roadway Per Mile. . . . $23,402.50

Federal Funds	$17,800.00
State Funds	5,141.50
County Funds	5,141.50
	$28,083.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920, Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
MAY 18 1966
FOR FILING
S-525(.)
6790

37

March 24, 1966

J. C. Compton Company (Corp.)
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on March 23, 1966, accepted your proposal for stone base and oiling on the Lower Powder Valley (Keating) Section of FAS 499 and 509 in Baker County for the sum of $46,834.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Later in the day these conditions were satisfied and the State Highway Engineer awarded you the project, which has been assigned Contract No. 6790.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Osery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. H. Reed, Assistant Secretary

GP

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 87391

FORM A-180 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-18-66	CC 996	

CREDIT DISTRIBUTION

[illegible] NOTED P. 3. Accounting

NOTED
H. S. COX

Baker County
Courthouse
Baker, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

NOTED
RICHARD UNREIN

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			10,700.00
Partial transfer of advance deposit for the Lower [illegible]ber River (Keating) Section, FAS Routes 499 and 509. Covered by agreement dated November 22, 1963.	NOTED R. H. PRA[illegible]		5,700.00
To be retained			5,000.00

RECEIVED
MAR 21 1966
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Re[illegible] .....

By ....

NOTED
DON HARRELL

March 10, 1966

NOTED
RICHARD UNREIN

Baker County Court
Courthouse
Baker, Oregon

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Gentlemen:

On March 10, a satisfactory bid was received from the J. C. Compton Company of McMinnville for constructing the Lower Powder Valley-Keating Section of FAS 499 and 509. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract:

Bid Items	$ 46,834.00
Flagging	250.00
Signing	500.00
12-1/2% Engineering & Contingencies	5,948.00
Estimated Total Cost	$ 53,532.00

County Advance Deposit:

20% of $53,520 = $10,706.00 or say $10,700.00

Please make this advance deposit in the amount of $10,700 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWELL

February 2, 1966
(date)

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
R. H. PRANCE

Baker County Court
Courthouse
Baker, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 499 and FAS 509

Section Lower Powder Valley-Keating: Stone Base & Oil

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
FEB - 7 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
V R JAMES

2-3-66
(date)

By Leoyd Lea

By R. M. Pierpoint
Commissioner

By Geo O Wright
Commissioner

cc: L.H. Young

MEMO TO R. N. CHASE
January 28, 1966

NOTED
RICHARD UNREIN

Lower Powder Valley (Keating) Section
FAS 499 and 509
Baker County

Revised Project

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Surface & Oil

Length: FAS 499 1.20 miles
FAS 509 ~~0.81~~ .98 mile

Cost:	TOTAL	FEDERAL	STATE	COUNTY
FAS 499	$37,000	$22,200	$7,400	$7,400
FAS 509	25,000	15,000	5,000	5,000

Adjacent Sections:	FAS 499	FAS 509
EAST END	FAS 509.	20' gravel, 2' shoulders.
WEST END	20' bituminous surface, 6' shoulders.	FAS 499.

Existing Facilities: FAS Routes 499 and 509
Roadway graded and sub-base surfaced by county forces.

Proposed Work: Haul and place 9" of base rock and 3" of 3/4"-0 leveling course using material crushed and stockpiled by county forces.

Construct a 20' wide 0-11 oil mat wearing surface with 4' crushed stone shoulders. Aggregates were crushed and stockpiled by county forces at a site approximately 4 miles north of the project.

V. R. Jones
Planning Engineer
County and City Division

VRJ:mm

NOTED
R. R. JONES

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 2 Pages

Section LOWER POWDER VALLEY - KEATING Highway F.A.S. 499 & 509 County BAKER Prefix

Res. Engr. _____ Approx. Length 2.2 Miles. Sta. 220+74± to Sta. 337+00± Date 1-20-69

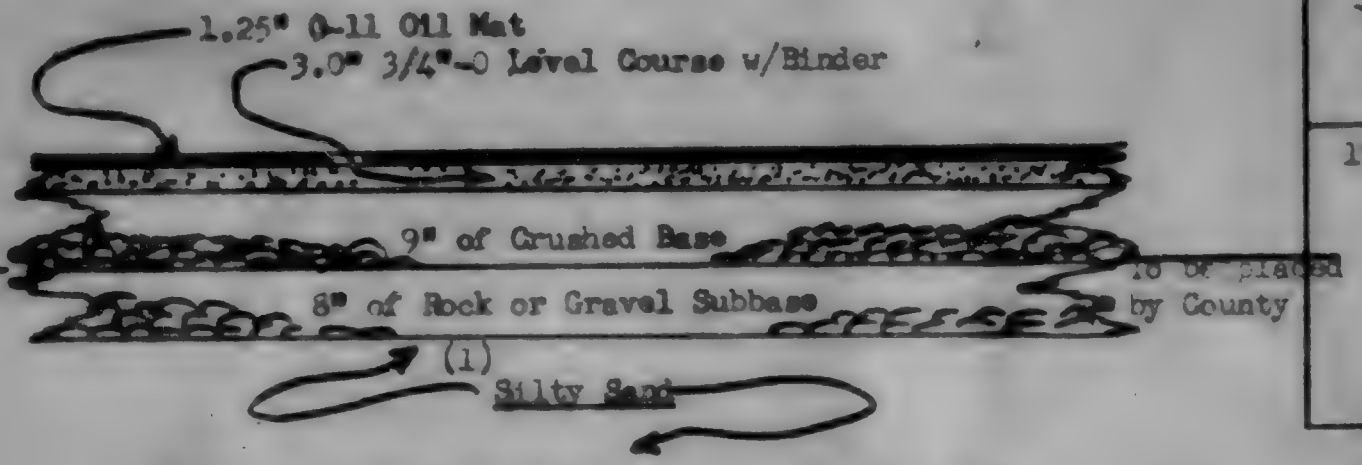
Truck A.D.T. 6 Traffic Coefficient 5.8 18 kip s.a. per day 4.2.

Annual Precipitation 20"± Frost Penetration 36"±.

(1)
Typical Soil
% LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(EXPANSION)

AASHO CLASSIFICATION:
(1)

MATERIAL SOURCES:
Base furnished by Baker County.


1.25" 0-11 Oil Mat
3.0" 3/4"-0 Level Course w/Binder
9" of Crushed Base
8" of Rock or Gravel Subbase
To be placed by County
To be placed by County
(1)
Silty Sand

CBR Tot. Req.	Credit	Actual Thick.	
	1.5	1.25	0-11
	3.0	3.0	Level-
	9.0	9.0	Cr. Base
	4.0	8.0	Subbase
17.5	17.5	21.25	

Values assigned various components of the roadway structure:

1.0" Oil Mat = 1.1" Crushed Base
1.0" Subbase. = 0.5" Crushed Base

Project Base Design revised due to changes in laboratory testing procedures, method of determining traffic, and to allow credit for material placed by County.

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County (1)

RECEIVED
FEB 1 - 1969
FOR FILING

NOTED
F. P. KLAES

SECTION. LOWER POWDER VALLEY - KEATING

HIGHWAY: F.A.S. 427 & 509

COUNTY: BAKER

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 100 (Total)

B. Future ADT 140 (Total)

C. Mean ADT 120 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 10 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 5 x (C) 120 = 6

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 6 x (H) 100 % = 6

TRAFFIC COEFFICIENT = K $(I)^{0.119}$

where K = 4.669

= 5.8

SECTION: LOWER POWDER VALLEY - KEATING

HIGHWAY: F.A.S. 409 & 509

COUNTY: BAKER

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Baker County requested an Oil Mat
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this project is in an isolated section of the State with no P.C.C. in the immediate area. See Item 12.

NOTED
H. S. COX

December 16, 1965

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
[illegible] MAXWELL

Mr. Durward Best
Baker County Roadmaster
Courthouse
Baker, Oregon

Lower Powder River Road-Keating Section
FAS 499 and 509, Baker County

Dear Durward:

Regarding your recent request for a modification of the base design for the above section, Mr. John H. Walker of the Construction Division made an investigation and has made recommendations as follows: The county to place 18 inches of grid-rolled pit run material from the Ruckles Creek source on the present subgrade. This lift should have a top width of at least 30 feet. Crushed material can then be placed to a depth of 7 inches. It is expected that the county stockpile of approximately 6000 cubic yards of 3/4"-0" will be used and the balance will consist of the crusher run material now being produced by the County plant. The total requirement of 7 inches of crushed base rock with a top width of 26 feet would be approximately 10,000 cubic yards. The crushed rock would be hauled and placed under a contract which would also include the 0-11 oil wearing surface.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:ms

cc: John H. Walker
Fred Yarbrough
A. F. Parson

NOTED
V. R. JONES

RECEIVED
DEC 16 1965
ENGINEER
COUNTY & CITY DIVISION

Salem, Oregon
December 14, 1965

MEMO TO THE FILES

Base Rock
Keating Cutoff Project
Proposed FAS 499 and 509
Baker County

Attached are copies of letters from Baker County and also letter from V. R. Jones, County and City Division.

The letter from Baker County indicates they would like to use some previously crushed rock from the Rickles Creek Quarry for base rock on the project. The letter from V. R. Jones requests that the Construction Department investigate and make a recommendation.

As per your request on my trip to Eastern Oregon and in the company of Verne Moore, I investigated the crushed material at the Ruckles Creek Quarry as well as the quarry itself. I also viewed a portion of a previously constructed County Road where this material was used in the Penetration Oil Mat. The present project was also checked, as well as the present county crushing operation.

The present project which Baker County is grading lies in the bottom land of the Powder River Valley near Keating. The area is quite wet which is the reverse of the surrounding hilly country. It is, in my opinion, very subject to freezing and thawing. They are having some problems in grading at the present time with soft wet areas and are trying to correct this with pit run material from the Rickles Creek Quarry. It appears they will be successful.

The quarry in which the county is now crushing is producing excellent material; however, they are having all the problems they state in their letter and the production rate is very slow. There is no problem in the actual crushing operation, but the problem lies in the county's equipment, both in the quarry and the crusher itself being too small to adequately handle the shot rock. At the present time all the oiling aggregates plus the leveling course material has been produced and about 1800 C.Y. of base rock is also in stockpile.

The previously produced material which is primarily oil rock plus 3/4-0 leveling course at the Ruckles Creek Quarry, in my opinion is very poor. It has been crushed some 3 years. It has the tendency to degrade. This degrading is very evident in the stockpiles. It reminds you of Highway #42 material. Stockpile tests made on the 1-1/4-3/4 in October of this year show some 66% now passing the 3/4" sieve. A visual check on the top and sides of the stockpile confirm that this is probably about right. The degradation did not appear quite as bad below the surface.

The oil mat on the previously constructed project which used this same material indicates this same degrading problem and is definitely failing. The county has placed an approximate 12' wide seal up the middle of the road over the oil mat to help preserve it.

The county's proposal to use the previously crushed material has been given quite a lot of thought. There has been the suggestion made that this material be upgraded with either an asphalt, cement or lime additive. It is my opinion that this proposed plan is not feasible. Our laboratory reports show no problem in [illegible]icity; therefore, lime stabilization would not especially help this and I question highly whether this method would tend to help the degradation problem. The use of either cement or asphalt is questionable, mainly as to the economics. It appears anything less than 6% asphalt would not solve the problem and the cement content would also be high to solve the problem. It is believed the cost of either a road mix or a pugmill mix with either additive would exceed the present cost of crushing at the good quarry and the product would be inferior.

There is, however, one thing which is believed to be a factor and that is that this proposed road will not be subject to heavy loads. The trucking of farm produce will probably be the heaviest that will be encountered.

In considering all of the factors concerned, I would make the following recommendation:

I believe there is some value in the existing Ruckles Creek Quarry material as is. I would suggest about a 50% value of good rock. Therefore, it is believed that a combination of materials would be in order.

A check with Clarence Gregg should show what base design was originally planned as to thickness. I am told there is some 6000 C.Y. of good leveling course now crushed, which was supposed to make about a 3-inch thickness. If about a 6-inch thickness of the good base material was added this would add up to a 9-inch good base, plus the oil mat which, I believe, is 0-11. To supplement this, I would recommend

that pit run from the Ruckles Creek Quarry be used with grid roller breakdown and possibly a little of the crushed 1-1/4-3/4 added for leveling purposes. This to a depth as needed to meet design criteria. I would guess at least a minimum depth of a foot.

For the record, it should be stated that Mr. Moore and myself stopped in and advised Mr. Lloyd Rea, County Judge, and Mr. Desmond Best, County Commissioner, that we had investigated the problem and that a recommendation would be forthcoming after it was reviewed further.

John H. Walker
Assistant Construction Engineer

jhjm

cc: G. L. Decker

After consultation with Decker & Groff following modification from above was made

0-11 0.1 Mat.
3-"4" - 3/4-0" } The total depth combined
3-4" - 2½"-0" } to be a minimum of 7 inches
18" - Pit Run - Grid Rolled base from Ruckles Creek quarry -

JHWalker

LLOYD REA
COUNTY JUDGE

R. M. PHIPPS
GILL C. WRIGHT
COMMISSIONERS

BAKER COUNTY

BAKER • OREGON

FAS 499 + 509

November 1, 1965

NOTED
DON HARWELL

Oregon State Highway Department
State Highway Building
Salem, Oregon

RECEIVED
NOV 3 - 1965
ENGINEER
COUNTY & CITY DIVISION

Attention Mr. Si. Cox

Dear Sir:

I am writing you in regard to the Keating cutoff project FAS 499 and 509 on the base rock. We have all the oil aggregate stock piled and are making the leveling course now and we intended making the base rock but the quarry we are using is so tough to drill and shoot that I requested La Grande office to allow us to use some of the rock we made on the Ruckles Creek pit as oil aggregate for this project. We oiled 4.25 miles with this rock and found it to be to soft to stand up under traffic as a wearing surface but thought it might do for some of the base. We have approximately 19000 cubic yards of this material stockpiled in the following : Sizes (1½" - 3/4") (3/4" - ½") (3/4" - 0).

The pit we are now crushing in is fine material but we must drill on 4½ ft. centers and are using 3 pounds of Powder per cubic yard of rock and then the material shoots up in many blocks at 4½ ft. We think we are wasting 25 to 30 percent in oversize and is very difficult to handle because we are handling material too blocky for our crusher. This rock is so seamy that the explosion is lost through the seams and does not fracture but just blows it up in the air. We would move to another pit but there is none we can find and we have had Verne Mooore looking who is your geologist in La Grande.

Mr. Bud Shirley suggested we talk with you and see if you can work through the proper channels to see if this material can be used. This rock has been tested in the Salem Labratory and is listed as FAS 499 & 509 - Prefix #37 - 1422 - 910 Reports.

We wish to thank you for any assistance you may give us.

NOTED
V R. JONES

Sincerely,

Durward L. Best, Roadmaster

DLB:bvl

LLOYD REA
COUNTY JUDGE
R. M. PHIPPS
GILL C. WRIGHT
COMMISSIONERS

BAKER COUNTY
BAKER • OREGON

April 16, 1965

4-21-65
Scheduling planned for
February 1966
[illegible]

H. S. Cox
County & City Engineer
State Highway Department
Salem, Oregon

Re: Keating Section
FAS 499 & 509
Baker County

Attention: V. R. Jones
Planning Engineer

Dear Vern:

We hereby request your permission to grade the above section. We are planning on moving our crusher into this area to crush rock for our own roads. Therefore we would also request that we crush and stock pile the rock for this project.

This would leave hauling the base rock and grid rolling it and placing the oil rock and the oiling for the F.A.S. project.

Sincerely,

Lloyd Rea

Lloyd Rea
County Judge

LR:bvl

RECEIVED
APR 19 1965
ENGINEER
COUNTY & CITY DIVISION

ROAD DESIGN
SECTION
APR 20 1965
OFFICE ENGINEERING
DIVISION

Copies to A.F. Parson
F.D. Morgan
J.E. Morelock
Frank Hall

Salem, Oregon
April 20, 1965

Mr. A. F. Parson, Division Engineer
State Highway Department
P. O. Box 850
La Grande, Oregon

North Powder River (Keating) Section
FAS 499 and 509
Baker County

NOTED
DON [illegible]

Enclosed is a copy of Judge Rea's letter regarding the rescheduling of the above project with the contract to include only the placing of base surfacing and the oil wearing surface. The county would handle the grading and crush leveling course and oil aggregates.

When bids were previously taken on this project the bid on the gridrolled base rock was well above the estimate. Do you believe the bidder had some doubt about successfully placing the quarry run rock with a grid roller? Could the contractor have thought that he would have to run the rock through a crushing plant to obtain a size he could handle on the road? In discussing this with Mr. Durward Best, Baker County Roadmaster, he said he might consider running the base rock through the primary crusher in the county plant and stockpile the material at the quarry site. The contract then would be for hauling and placing. A gridroller would also be required. Mr. Best stated that he would discuss this with you or Mr. Coulter.

V. R. Jones, Planning Engineer
County and City Division

VRJ:[illegible]

cc: G. L. Decker

NOTED
V. R. JONES

LLOYD REA
COUNTY JUDGE
R. M. PHIPPS
GILL C. WRIGHT
COMMISSIONERS

BAKER COUNTY
BAKER • OREGON

April 20, 1965

NOTED
R. H. PRANGE

FAS 4-1-507

Mr. Verne Jones
Assistant County - City Relations Engineer
Oregon State Highway Building
Salem, Oregon

NOTED
P. B. Arensmeier

Dear Verne:

I have discussed crushing the base rock to 4"-0 and the 3/4"-0 leveling course with the court and they think we can do this job this summer and stockpile it at the crusher site.

Would it be possible for you to supply me with a set of plans for the Keating job #8V-134. We have only one set of plans and would like to keep them on file at the courthouse so need a set to work with.

Thank you for your assistance.

Very truly yours,
BAKER COUNTY ROAD DEPARTMENT

Durward L. Best

Durward L. Best, Roadmaster

DLB:bvl

Set Plans to Pierce
4-22-65 VJ

Copy to Parson
Decker

RECEIVED
APR 21 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

County – City Div.

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
H. S. COX

NOTED
DON HARWELL

February 24, 1965

Manager, Land Office
Bureau of Land Management
710 N. E. Holladay
Portland, Oregon 97232

File 36972
Lower Powder River-Keating
County Road and
Tucker County Road
Material Source & Haul Road

Attention Chief Lands Section

NOTED
R. H. PRANGE

Dear Sir:

We are enclosing a tracing and four prints thereof showing a right of way for a material source and haul road, said haul road being 20 feet on each side of the center line, desired by the State of Oregon, by and through its State Highway Commission, in

T. 7 S., R. 42 E., W. M., Baker County, Oregon
Sec. 27, SE¼SE¼SW¼ and E½SW¼SE¼SW¼;
Sec. 34, NE¼NW¼ and SE¼NW¼

for use in the improvement of the Lower Powder River-Keating County Road and Tucker County Road, Routes Nos. FAS-509 and FAS-499, Project Nos. S-482(2) and S-525(1)

The State of Oregon, by and through its State Highway Commission, hereby makes application for this land under the Act of August 27, 1958 (72 Stat. 885-916; 23 U.S.C. 317), pursuant and subject to the regulations contained in 43 CFR 2234. The roadway as shown on the tracing was suggested and approved by the local Bureau of Land Management Office.

A special land use permit was granted to the State dated July 9, 1964, signed by James L. Cheatham, Acting District Manager. This permit expires July 9, 1969, and it is the desire of the Oregon State Highway Commission that a permanent right to this material source and haul road be secured.

We understand that there is no merchantable timber on this land. To complete the application, we are enclosing three copies each of the

Copy to Baker Co
2-26-65 JJ

RECEIVED
FEB 25
ENGINEER
COUNTY & CITY DIVISION

NOTED
J. R. JONES

stipulations regarding non-discrimination and leasable minerals.

We will expect your decision when the necessary field reports have been received in your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

WC:ls
Encs. 1 tracing, 4 prints,
2 cc letter & 3 copies
each of 2 stips.

cc: Bureau of Public Roads (3)
(With 3 prints & 3 copies each
of 2 stips.)
County-City Division
Mr. John Phillips
Mr. A. F. Parson, with 3 prints

Cof for 499 & 509

NOTED Baker Co
R. M. ALLIS

FORM S-501—30M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 7, 1964

SUBJECT: Lower Powder Valley (Keating) Section
Morrissey Quarry-36553-H
US Govt. Quarry & Haul Road-36972

To:

R. R. Cameron
Resident Engineer
Baker

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Please refer to our letter of September 21 in which we asked you to look into the deed, easement, or whatever for the short section of roadway through private property in connection with the use of the hauling road to the subject quarry.

Mr. Cox, County and City Engineer, was in the office a few days ago and advised that his department would take care of it. In the meantime, Mr. Saling advises that there is no record of anything being done about this in Mr. Cox's office. Will you, therefore, contact the proper county officials and obtain a copy of lease agreement, or whatever the county obtained from the owner for the use of this road across private property. Also determine if the road as described on the attached sketch is the one that is going to be used. The road referred to is the one that crosses the north and south centerline of Section 34 rather than the east and west centerline of Section 34. If the former, then the filing map is correct as is and we will so inform Mr. Saling in order that the formal application for the setting aside may be forthcoming. As it is, we have a special land use permit only.

RECEIVED
OCT 16 1964
ENGINEER
COUNTY & CITY DIVISION

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:lf

cc: E. F. Saling
H. S. Cox

FORM E-30 SOM 12-60 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1964

CTA 2731

SUBJECT: FAS-C Construction Agreement
Lower Powder Valley (Keating) Section
Baker County
FAS 499 and 509

To:
Mr. H.S. Cox
County & City Engineer
O f f i c e

Attention: Mr. Don Harwell
Office Engineer

8/13/64
NOTED
DON HARWELL
O.K. Made

NOTED
R. H. PRANGE

Attached is a partially signed copy of FAS-C Construction Agreement with Baker County covering the Lower Powder Valley (Keating) Section of FAS 499 and 509 in Baker County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Baker County.

Floyd Query
Secretary

rn
Enc.

RECEIVED
AUG 12 ...
ENGINEER
COUNTY & CITY DEPT.

NOTED
V. R. JONES

FORM H-20 50M 12-63 5467H

NOTED
H. S. COX

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1964

NOTED
R. M. ALLISON

To: MEMO TO FILE

SUBJECT: Lower Powder Valley
(Keating) Section
FAS Routes 499 and 509
Baker County

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

RECEIVED
JUL 20 1964
ENGINEER
COUNTY & CITY DIVISION

P. B. Arensmeier

In compliance with provisions of PPM 20-8(1) dated June 16, 1959, the Baker County Court was notified by letter dated June 3, 1964, of the State's proposed reconstruction of the subject section. Under date of June 5, 1964, a letter was returned to the State stating that a hearing would not be requested.

NOTED
R. M. ALLISON

The above-mentioned correspondence was forwarded to the Bureau of Public Roads on June 30, 1964, and a telephonic reply from the Bureau requested that we offer the County a hearing by our standard formal procedure.

NOTED
R. H. PRANGE

Before this Department could schedule a formal hearing or offer Baker County residents the opportunity for a hearing, advice was received from the Baker County Court that all rights of way had been secured without protest. Under these circumstances, it appears that a public hearing procedure would accomplish no good and is completely redundant. Even though we recognize that this is a technical violation of Federal regulations and of the State's secondary road plan, no public hearing will be scheduled in this case.

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc: Bureau of Public Roads
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
J. E. Morelock
J. W. Nash
H. S. Cox

NOTED

RECEIVED
JUL 15 1964
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUL 20 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon

7-14-64

Attention: County and City Relations Division

Subject: Federal Aid Project No. _____

Highway No. FAS 499 and 509

Project Name Lower Powder Valley (Keating) Section

_____

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at BAKER, Oregon, this ~~14th~~ day of ~~JULY~~, 1964.

Baker County Court

Leroy Lee
Judge

R. M. Phipps
Commissioner

Gill C. Wright
Commissioner

*NOTE: Certify either paragraph 2 or 3.

fas 499, Bak

NOTED
R... PRANGE

MEMO TO J. W. NASH 7/1/64

NOTED
DON HARWELL

FAS 499, Baker County: Lower Powder Valley (Keating) Section

Termini: From FAS 509 0.8 mile south of Keating to a point 2.0 miles southwest of Keating.

NOTED
M. ALLISO

Proposed Work: Grade, place stone base surfacing and construct an O-11 oil mat wearing surface.

Project Length: 1.20 miles.

NOTED
P. B. Arensmeier

Costs:	Total	Federal	State	Other	
Construction	$90,000	$54,000	$18,000	$18,000	(County

Existing Facilities: 20' crushed stone surface on a 28' roadway. The road descends from benchland to very wet and swampy terrain. There are two 20° curves and a "T" intersection with FAS 509.

Adjacent Sections: East End: FAS 509
West End: 28' stone surface.

Project Data: Grade, drain, place stone surfacing 17" in depth and construct an O-11 oil mat wearing surface 20' wide with 4' crushed stone shoulders.

Right of way: 70' minimum.

Access Control: None.

RR Xing: None.

Minimum Design Standards: A curve of 18° 0.7 mile from the west end of the project is located in a ranch unit which contains a very limited amount of land available for irrigation. Loss of this productive area through additional right of way requirement cannot be economically justified. There is ample sight distance on the proposed alignment. The 18° curve 0.9 mile from the west end is in an extremely swampy area and the existing roadbed is constructed on a heavy rock fill. If the alignment were changed, the cost would be greatly increased as a duplication of this expensive fill foundation would be required.

System Action: None required.

Public Hearing: Declined by county. BPR states we will have to offer by formal request.

Unusual or complicated situations: This project will be included in the same contract with the section on FAS 509.

Route Data: Route traverses flat irrigated farmland and pastureland for 1.0 mile on northerly end. Remaining 5.3 miles runs through rolling rangeland. Farm to market, recreational, school bus, and mail route. Serves small rural community of Keating.

NOTED
V. R. JONES

VRJ:mm

Note! Notified NASH on 6-2-64 Don

for 509, Baker

NOTED
R. H. PRANGE

MEMO TO J. W. NASH

Date: 7/1/64

FAS 509, BAKER COUNTY LOWER POWDER VALLEY (KEATING) SECTION

TERMINI: From a point in Keating to a junction with FAS 499 0.8 mile south of Keating.

PROPOSED WORK: Grade, stone surfacing, and an O-11 oil mat wearing surface.

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

PROJECT LENGTH: 0.83 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$60,000	$36,000	$12,000	$12,000	(County)

NOTED
R. M. ALLISO

EXISTING FACILITIES: 16' stone surface on a 20' roadway running through flat land. There is a 24° curve in Keating. There is a 120' long RCDG bridge 26' wide over the North Powder River constructed under a previous FAS project. A timber bridge 36' long and 20' wide over the Lower Powder Ditch will be replaced with a structural plate culvert by county forces.

ADJACENT SECTIONS:
[redacted]/EAST END: 20' crushed stone surface and 24' roadway.

[redacted]/WEST END: FAS 499.

PROJECT DATA: Grade, place stone surfacing 17" in depth and construct a 20' O-11 oil mat wearing surface.

RIGHT OF WAY: 70' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: An 18° curve is located in the community of Keating and further easing of this alignment would require moving and dislocation of business establishments which cannot be justified on this low traffic road.
SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: This project will be included in the same contract with a project on FAS 499.
ROUTE DATA: See FAS 499.

NOTED
V. R. JONES

Jac 499
Baker Co

NOTED
H. S. COX

NOTED
R. M. ALLISON

June 18, 1964

Baker County Court
Courthouse
Baker, Oregon

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

FAS 499 and 509
Revised Right-of-way Option

Gentlemen:

Enclosed you will find one revised option form in triplicate covering right-of-way to be acquired in connection with Lower Powder River-Keating Section of the Flagstaff-Keating and Keating County Roads in Baker County.

This description has been revised to add a second parcel. This lease covers a lease for a material site.

We are attaching three prints of Map No. 1R-3-1372 covering this area and bearing our date of June 15, 1964.

File No. 36553-H
Name James Morrissey, et ux
Area 0.01 acre - Parcel 1
10.0 acres- Parcel 2

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

FORM E-30 SOM 12-63 64676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
R. H. PRANGE

Salem, Oregon
June 16, 1964

To: Mr. H. S. Cox
County-City Engineer
Highway Building

SUBJECT: File No. 36553-H-Option
Lower Powder River-Keating
Flagstaff-Keating & Keating
County Roads
Baker County

NOTED
DON HARWELL

Attached you will find one revised option form in quadruplet covering right of way to be acquired in connection with Lower Powder River-Keating Section of the Flagstaff-Keating & Keating County Roads in Baker County.

This description has been revised to add a second parcel. This lease covers a lease for a material site.

We are attaching four prints of map No. 1R-3-1372 covering this area and bearing our date of June 15, 1964.

File No.	Name	Area
36553-H	James Morrissey, et ux	0.01 Acre P 1 10 Acres P 2

EARL F. SALING
Right of Way Office Manager

AC:jm
encs. 1 Option-4 prints

cc: A. F. Parson
K. A. Chatwood

RECEIVED
JUN 17 1964
ENGINEER
COUNTY & CITY DIVISION

N.S. Cox

FORM E-20X 50M 3-63 40606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 17, 1964

NOTED

To:

SUBJECT: Lower Powder River-Keating Section
Flagstaff-Keating and Keating
County Roads
Baker County

NOTED
R. M. ALLISON

F. D. Morgan
Construction Engineer
Salem

NOTED
R. H. PRANGE

Attention: D. J. Barbee

NOTED

We have your letter of June 11, 1964 asking for additional ties, etc., on the property to be acquired from the Bureau of Land Management on the subject project.

We have made over the sketch which now indicates section corner ties and, we believe, all the information necessary to request the setting aside or the permit. Request for the setting aside may now be made.

The above-mentioned sketch is attached.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:if

Attach.

cc: N. S. Cox

NOTED

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Jas 499
Baker

NOTED
H. S. COX

NOTED
R. M. ALLISON

NOTED
DON HARWELL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 15, 1964

Mr. Jack McIntosh
Bureau of Land Management
P. O. Box 591
Baker, Oregon 97814

File No. 36972
Flagstaff-Keating & Keating
County Road
Baker County

NOTED
R. H. PRANGE

Dear Mr. McIntosh:

The State Highway Department is going to contract a portion of the Flagstaff-Keating & Keating County Road for Baker County. The contract will require approximately 30 thousand cubic yards of gravel or crushed rock material.

We would like to obtain a free use permit for this site and the roadway across other public domain as shown on the three copies of State Highway Drawing 18-3-1372, stamped June 15, 1964, that are attached. Also enclosed is the application form.

The Highway Department is in the process of preparing filing maps for our application under Section 317 of the Federal Aid Act of 1958.

Very truly yours,

L. I. LINDAS
Chief Counsel

NOTED
V. R. JONES

By

EARL F. SALING
Right of Way Office Manager

EFS:jm
enc. 3 Prints -Application

cc: A. F. Parsen
H. S. Cox

RECEIVED
JUN 17
ENGINEER
COUNTY & CITY DIV.

Copy to Baker Co.
V. J.

NOTED
V. R. JONES

Baker

NOTED
R. H. PRANGE

NOTED
H. S. COX

June 9, 1964

NOTED
P. B. Arensmeier

Baker County Court
Courthouse
Baker, Oregon

FAS 499 & 509
Right-Of-Way Options

NOTED
DON HARWELL

Gentlemen:

Enclosed are eight original option forms in triplicate covering right-of-way to be acquired in connection with the Lower Powder River-Keating Section of the Flagstaff-Keating and Keating County Roads in Baker County.

Please return a signed or conformed copy of each option to the State Highway Department so that we may inform the engineers of the conditions, if any, on each transaction.

We are forwarding under separate cover three prints of Map No. 8B-30-17 covering this area, dated June 4, 1964.

File No.	Name	Area	
36553-A	Warren A. Spencer, et ux	1.0 acre,	P 1
		0.14 "	P 2
36553-B	William Brock, et ux	1.1 "	P 1
		0.38 "	P 2
36553-C	W. P. Morrissey	0.2 "	
36553-D	Leland Oliver	0.7 "	P 1
		2.7 "	P 2
		0.2 "	P 3
36553-E	School District #22, Baker County	0.01 "	
36553-F	George McCoy	0.01 "	
36553-G	Keating Community Hall	0.01 "	
36553-H	James Morrissey, et ux	0.01 "	

NOTED
V. R. JONES

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

FORM E-20 SOM 12-63 54676

RECEIVED
JUN 9 1964
ENGINEER
COUNTY & CITY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1964

SUBJECT: OPTIONS
Lower Powder River-Keating Sec.
Flagstaff-Keating and Keating
County Roads
Baker County

NOTED
DON HARWELL

To: Mr. H. S. Cox
County & City Engineer
Highway Building

County Court
Baker County

Triplet

Attached you will find 8 original option forms in ~~quadruplet~~ covering right of way to be acquired in connection with Lower Powder River-Keating Section of Flagstaff-Keating and Keating County Roads in Baker County.

Please return a signed or conformed copy of each option to the State Highway Department so that we may inform the Engineers of the conditions, if any, on each transaction.

We are forwarding under separate cover 3 prints of map No. 8B-30-17 covering this area and bearing our date of June 4, 1964.

File No.	Name	Area	
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36553-D	Leland Oliver	0.7 "	P 1
		2.7 "	P 2
		0.2 "	P 3
36553-E	School District #22 Baker County	0.01 "	
36553-F	George McCoy	0.01 "	
36553-G	Keating Community Hall	0.01 "	
36553-H	James Morrissey, et ux	0.01 "	

AC:jm
enc. 8 Options

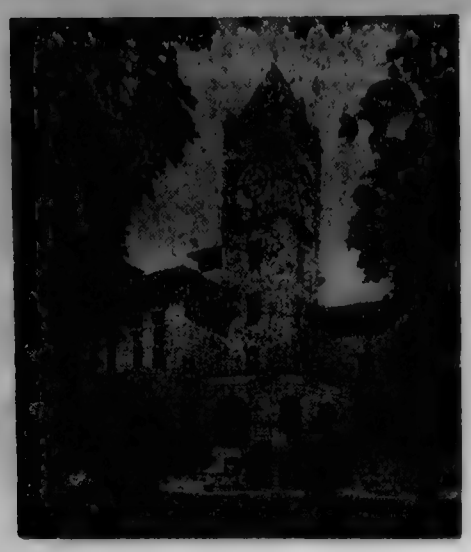
cc: ~~A. F. Parson~~

~~K. A. Chatwood~~

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

V P James



LLOYD REA
COUNTY JUDGE
R. M. PHIPPS
GILL C. WRIGHT
COMMISSIONERS

BAKER COUNTY
BAKER • OREGON

June 5, 1964

NOTED
R. M. ALLISON

Re: FAS 509 & 499
Lower Powder Valley
Keating Section

H. S. Cox, County & City Engineer
State Highway Department
Salem 10, Oregon

NOTED
DON HARWELL

Attention: V. R. Jones
Planning Engineer

NOTED
P. B. Arensmeier

Gentlemen:

NOTED
R. H. PRANGE

This is in reply to your letter of June 3, 1964, regarding the above-mentioned FAS project.

After discussing the above-mentioned project, the County Court is in agreement that a hearing will not be necessary.

Sincerely yours,
Baker County Court

Lloyd Rea
County Judge

R. M. Phipps
County Commissioner

Gill C. Wright
County Commissioner

RECEIVED
JUN 8 1964
ENGINEER
COUNTY & CITY DIVISION

1 copy to Shaw
1 " " Barbee
3 " " Query
1 " " BPR

NOTED
R. M. ALLISON

MEMO TO J W HASH June 4, 1964

FAS 499 and 509, BAKER COUNTY, LOWER POWDER VALLEY (KEATING) SECTION

Termini: From a point in the community of Keating to a point 2.0 miles west of Keating.

PROPOSED WORK: Grade, place stone base surfacing and construct an O-11 oil wearing surface.

NOTED
R. H. PRANGE

NOTED
DON HARWELL

PROJECT LENGTH: 2.03 miles.

COSTS:	Total	Federal	State	Other	
CONSTRUCTION	$150,000	$90,000	$30,000	$30,000	(County)

EXISTING FACILITIES: 20' crushed stone surface on a roadway variable from 26' to 28'. There is a 120' long RCDG bridge 26' wide with an H-20 rating over the North Powder River. A timber bridge 36' long and 20' wide over the Lower Powder Ditch will be replaced by county forces with structural plate arch type culvert.

ADJACENT SECTIONS:
East End: 20' crushed stone surface, 24' roadway.
West End: 28' stone surface.

PROJECT DATA: Grade, drain, place stone surfacing 17" in depth and construct an O-11 oil mat wearing surface 20' wide with 4' shoulders.

RIGHT OF WAY: 70' minimum
ACCESS CONTROL: None
RR XING: None

MINIMUM DESIGN STANDARDS: A curve of 18° 0.7 mile from the west end of the project is located in a ranch unit which contains a very limited amount of land available for irrigation. Loss of this productive area through additional right of way requirement cannot be economically justified. There is ample sight distance on the proposed alignment. The 18° curve 0.9 mile from the west end is in an extremely swampy area and the existing roadbed is constructed on a heavy rock fill. If the alignment were changed, the cost would be greatly increased as a duplication of this expensive fill foundation would be required.

SYSTEM ACTION: None required.
PUBLIC HEARING: Will be offered.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: Route traverses flat irrigated farmland and pastureland for 2.0 miles on northerly end. Remaining 5.5 miles runs through rolling rangeland. Farm to market, recreational, school bus and mail route.

NOTED
V. R. JONES

VRJ:mm

N. S. Cox

FORM B-502 80M 1-62 4960E

RECEIVED
JUN 8 1964
ENGINEER
COUNTY & CITY ROADS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 1, 1964

NOTED
R. M. ALLISON

NOTED
H. S. COX

SUBJECT: Lower Powder River Rd.-Keating Section
F.S 499 and 509
Baker County

To:
F. D. Morgan
Construction Engineer
Salem

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
DON HAVEL

You will find attached a sketch reflecting the boundaries of quarry area, stockpile area, and haul road that needs to be acquired in connection with the subject project. In addition to the sketch, you will find copy of a deed to the present owner of the quarry area. The title to the stockpile area and haul road is in the unappropriated public domain.

A letter from Douglas Greene, assistant resident engineer, (copy attached) advises that Baker County has a verbal agreement with the property owner, Morrissey, to lease the quarry site for 99 years but the option form and legal description are needed in dealing with Morrissey. Will you have this prepared and forward to the county court, or possibly to Mr. Cox who, in turn, can deal with the county.

NOTE

We understand that the county cannot deal with the Bureau of Land Management for setting aside public domain. I presume it will be in order for us to make the application for the setting aside and the permit for the hauling road. Will you kindly take care of this detail.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

NOTED
V.R.

CDC:if
Attachments
cc: H. S. Cox

Salem, Oregon
May 4, 1964

NOTED
DON HARWELL

FAS 919, 918, and 910
Union County
&
FAS 499 and 509
Baker County

Mr. A. F. Parson, Division Engineer
State Highway Department
P. O. Box 850
La Grande, Oregon

Wednesday, April 29, I had a lengthy meeting with Judge Graham and Roadmaster Mannon. We inspected several roads Courtney Lane, FAS 919, being among those that were inspected. I gave the Judge the base design for this road but he said that the County would use 12" of imported materials instead of the 8-1/2" of crushed material. This imported material will be 4" +/- crusher run grid rolled. Gil Decker has already ok'd this scheme (see letter by Verne Jones, April 23, 1964). This job (Courtney Lane) will be the only project in Union County for FAS-C projects this year as they decided they could not get either FAS 918 or 910 completed in time for oiling.

Judge Graham asked that your office make suitability tests on the quarry they are presently working in northeast of Imbler and also the quarry between Cove and Union.

If the above mentioned scheme of operation is carried out, the base laid by the County would only need to be certified as to depth and the rock would only have to pass degradation and abrasion tests. Any oiling aggregates would, of course, want to be tested as they were produced, in the usual manner.

Thursday, April 30, I conferred with Judge Rea and Durward Best and they are anticipating trouble in getting right-of-way on Lower Powder River-Keating Section of FAS 499 and 509 and asked that the hand copy be forwarded to Salem as soon as possible so that options may be written and given to the County at an early date. They advised that the quarry shot of Wednesday, April 29, proved the site to be no good and that work on a new quarry site was proceeding with all possible speed but they could not guarantee when a suitable quarry might be found. This project is presently scheduled for June 23, but I told them I would postpone until July 14. If quarry and right-of-way procurement proceed in a satisfactory manner we could then let the July date stand.

H. S. Cox
County and City Division Engineer

HSC:mm

Form B-01—6500—1-64

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project: Keating Cutoff Road (County)
Highway: FAS 509
Contractor:
Contract No:
Submitted by: Kevin Laughlin

Prefix No.: 501-1409-910
County: Baker
F. A. Project No.:
Date Reported: March 11, 1964

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: 2 miles S.E. of Keating Jct. with Baker - Homestead Hwy. MP 14.43 Near Friday Mine
Sampled at: Quarry
Date received: Dec. 9, 1963
To be used: Base Surfacing
Quantity represented: 50,000 cy
Sampled by:
Date Sampled:

TEST RESULTS

Laboratory No.: 670466
Data Sheet No.: A49739
Type of material: Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	41.8	
Specific gravity (Le Chatelier)	2.79	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	34.6	
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines		%
Manufactured fines	0	%
Liquid limit: Natural fines		%
Manufactured fines	23	%
Fracture		%
Sand equivalent	58.3	
Oregon air degradation: Pass No. 20	26.33	%
Height	5.2	in.

Organic - Clear

RECEIVED
MAR 12 1964
ENGINEER
COUNTY & CITY DIVISION

Material as represented by this sample ~~does~~ (does not) comply with ~~specifications~~ Ore. Stone Base and surfacing specs, high abrasion. Sodium sulfate and air degradation tests indicate a poor quality aggregate.

TEST REPORT DISTRIBUTION

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Parson
X Resident Engineer Laughlin
Dist Maint Supt
Foreman
Geology and Soils
X Files
x Post (Baker Co. Roadmaster)
x H. Moore
x Sl. Cox (County-City)

RECEIVED
MAR 12 1964
ENGINEER
COUNTY & CITY DIVISION

G W Kerr

Engineer of Materials

Form 2-68-118-1-64-c

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project: Keating Cutoff Road (County) — Prefix No.: 501-1409-910

Highway — County

Contractor — Contract No. — F. A. Project No.

Submitted by — Date Reported

REPORT ON SAMPLE OF CEMENT TREATED BASE

Source of material

Sampled or inspected at — Date received: Dec. 9, 1963

To be used — Quantity represented

Sampled or inspected by

TEST RESULTS

Laboratory No. 670466

Data Sheet No. A49739

Gradation of test specimens (middle 3/4-0 specs):

% Retained 3/4 - 0.0	% Ret. ¼ - 20.0	% Ret. 40 - 12.9	
" " ¼ -18.0	" " 4 - 14.0	" " 80 - 3.4	
" " 3/8 -12.0	" " 10 - 14.8	" " 200 - 2.2	
		% Pass 200 - 2.7	

Compressive Strength (7-day) (Test Method No. Calif. 312):

3%	Portland cement;	compacted @	9.4%	moisture;	density -	143.6	pcf:	684	psi
4½%	"	"	"	" 9.4%	"	"	-144.0	"	828 "
6%	"	"	"	" 9.4%	"	"	- 144.0	"	955 "

Hveem Stabilometer values after degradation with kneading compactor:

0% cement - 40	(0.4 inch of mud produced during degradation)	
3% " - 50	0.3 " " " " " "	
4.5% " - 66	No visible " " " "	
6.0% " - 60	" " " " " "	

Material as represented by this sample (does) ~~does not~~ comply with specifications. as a cl[illegible] "A" cement treated base with 4½ type I Portland cement and a gravel equivalency of 1.0. This does not eliminate the possible values obtained with asphalt treatment.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
Resident Engineer
Dist. Maint. Supt.
Foreman
Files

State Printing 30004

L. W. Kerr

Engineer of Materials

file FAP 499, 509

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 8, 1964

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
DON HARWELL

SUBJECT: Rock samples

RECEIVED
JAN 9 1964
ENGINEER
COUNTY & CITY DIVISION

To:

Mr. R. R. Cameron
Resident Engineer
Baker

NOTED
R. H. PRANGE

NOTED
P. C. Adamson

Within the next few days will you pick up two 50 pound, more or less, samples of rock from the quarry now being used by Baker County located southerly from the Baker-Homestead Highway about opposite the Keating Road junction with the Baker-Homestead Highway.

NOTED
R. M. ALLISON

Ship this to the Lab calling for suitability for base surfacing, topping, oiling, etc. Make an extra copy of the sample data sheet and send directly to Mr. H. S. Cox, attention Verne Jones, State Highway Department, Salem.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:dj

O.K. V. Jones
1-6-64

NOTED
V. R. JONES

NOTED
V. R. JONES

Baker

FORM E-90 50M 5-62 43006

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1963

RECEIVED
DEC 24 1963
ENGINEER
COUNTY & CITY DIVISION

SUBJECT:

To: Mr. H. S. Cox
County and City Engineer
B u i l d i n g

NOTED
H. S. COX

NOTED
VON HARWELL

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Judge Lloyd Rea, Baker County, made verbal request of Mr. Cooper that a County FAS project near Keating be included with a State project on the Baker-Homestead Highway between Middle Bridge and Love Bridge. This seems to be a workable solution for an out-of-the-way project and should be considered.

FROM # 12

Nw 4992-509

At this time, there is no firm program including the Baker-Homestead project and no commitment can be made the County as to when its project could be so undertaken. It will be well to determine what the County has in mind and whether it can stand any delay which might result from our programming.

I have drafted a letter for Mr. Cooper's use but cannot be certain he will wish to give the Department's position as I have outlined above. For this reason, will you please contact me before talking to the County.

NOTED

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Copy of Co. to Cooper this date. If satisfactory this job can be submitted to Wash. Survey presently underway

1-21-64

RECEIVED
NOV 15 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Ramsdell

H. S. COX

NOTED
R. M. ALLISON

Prefix No. 501-1409

11-14-63

LOCATION PROSPECTUS
LOWER POWDER RIVER ROAD-KEATING SECTION
FAS NOS. 499 and 509, - BAKER COUNTY

NOTED
DON HARWELL

HIGHWAY: Keating cut off county road, Federal-aid Secondary Nos. 499 and 509.

TERMINI: Beginning at a road intersection that is approximately 2.0 miles southwest of Keating, thence in a northeasterly direction along FAS 499 and 509 to Keating.

NOTED
R. H. PRANGE

LENGTH: 2.0 Miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, base course, and wearing surface. Alignment will follow the existing facility. Reconnaissance is not necessary. Soils investigations will be conducted. An economic analysis is not needed. This is a FAS-C project utilizing 1965 funds.

CHARACTERISTICS: Existing ADT 80, projected ADT 96.

STANDARDS: Class "E", maximum grade 6 per cent, maximum curvature 18 degrees.

TYPICAL SECTION: 20-foot travel way with 4-foot shoulders.

BRIDGE: County will adjust width of structure to conform with standards.

R/W ACCESS: Right of way needed; State to prepare options and descriptions for right of way and material source. County road with no control of access.

BASE DESIGN: Approved base design for construction is:

Wearing Surface	1-1/4" 0-11
Top Course Base	3 " Level Course
Bottom Course Base	14 " Select Gravel
Total Depth	18-1/4"

MATERIAL SOURCE: To be located during the survey. County has quarry on B.L.M. land that might be suitable for widening: Pit located NW 1/4, SE 1/4, Section 32, Township 8S, Range 42E, W.M.

NOTED

ADDITIONAL FACILITIES: No railroads.

AGREEMENTS: Routine FAS-C project.

STATE PARKS OR REST AREAS: None.

November 14, 1963
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
H. S. Cox
F. B. Crandall
I. A. DeFrance
Frank Hall
Val Johnson
Ivan Merchant
J. W. Nash
A. D. Olson
Carl Plog
Phil Preston (2)
Research Division
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

Salt

Powder

Houghton

Creek

Lower

Creek

19.9

N

River

Powder

Tucker

Keating

FAS

Pleasant

Valley

Creek

Valley

END PROJECT

BEGIN PROJECT

Ruckles

Graded by

36

31

33

El. 4,214

40.1

FLAGSTAFF MINE

86

FAS

COLUMBIA MINE

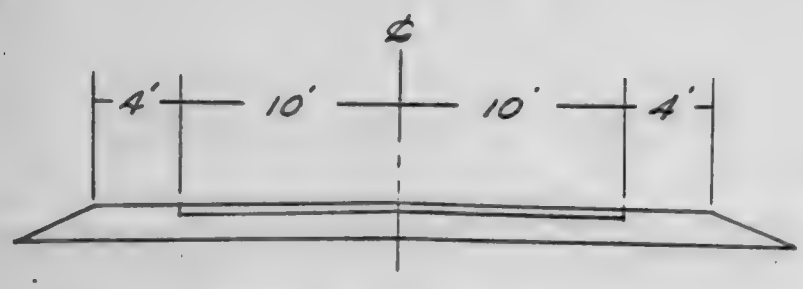
HIDDEN

Creek

1

6

4



TYPICAL SECTION

PROSPECTUS MAP

LOWER POWDER RIV.-KEATING

FAS 499 & 509

BAKER COUNTY

Scale 1" = 1 Mi. 1963

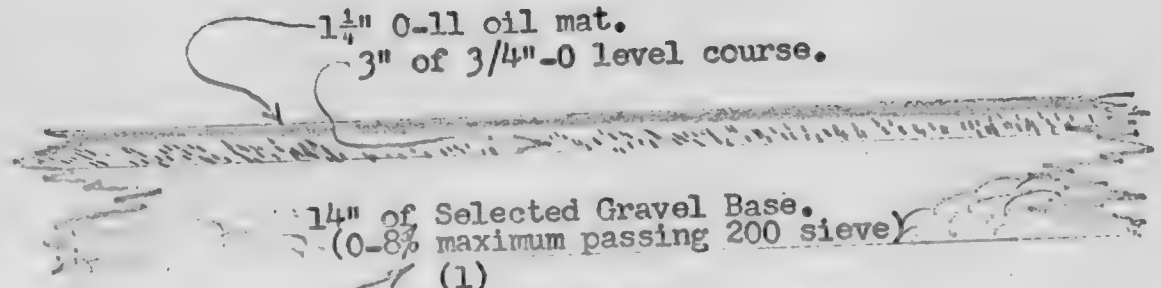
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
R.H. PRANGE

Section NORTH POWDER ROAD-KEATING Approx. Highway F.A.S. 499 & 509 County BAKER Prefix

Res. Engr. Length of Project 2.0 Miles. Sta. to Sta. Date 10-22-63

Frost Penetration=36"± (County Roadmaster) TYPICAL SECTIONS Traffic Classif. - MEDIUM



NOTED
DON HARWELL

RECEIVED
NOV 8 1963
ENGINEER
COUNTY & CITY DIVISION

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			1¼	0-)
			3	Level
			14	Select Gravel
15			*18¼	10-22-63

(1)
Typical Soil

36	LL
6	PI
99	% P 10
67	% P200
0	% Gravel
9	% C Sand
24	% F Sand
47	% Silt
20	% Clay
12	"R" Value (Corrected)

AASHO CLASSIF. - A-4 (7)

* The surfacing thickness design has been increased to equal ½ the reported frost depth.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

B.P.R.
cc Asst. State Highway Engineer
Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

Submitted by for E.J. Geary
P.W. Yarbrough
Staff Assistant

Recommended by A.L. Kleuber
Construction Engineer

Recommended by

Approved by
Engineer of Materials
Deputy State Highway Engineer

County-City (2)

PAVEMENT TYPE SELECTION

NORTH POWDER ROAD-KEATING SECTION
F.A.S. 499 & 509
BAKER COUNTY

Principal Factors Governing Selection

1. Traffic Classification: MEDIUM Present ADT 70 1980 ADT 160 % Heavy Vehicles 18
   (NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration 36"± Precipitation Annual ~~Rainfall~~ 20"±

4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: when constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appropriate

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers an oil mat.

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:
Due to items 4, 6, and 12, an O-11 oil mat has been selected.

RECEIVED
NOV 8 1963
ENGINEER
COUNTY & CITY DIVISION

9-24-63

BAKER COUNTY
PROPOSED PROJECT (1965 Funds)

FAS's 499 and 509, Keating Cut Off Road, Lower Powder River Road-Keating, grade, surface and oil, 2.0 miles, $103,000.

The proposed project requires the widening of the existing roadway, placing of crushed rock base and an O-11 oil wearing surface 20' wide with 4' shoulders. The reconstruction will follow the existing alignment and grade as closely as possible.

63-B
9/24/63

Approved 11/22/63

8-22-63

COUNTY ROAD FAS PROJECT DATA

1. Name of County Baker FAS No. 509

2. County Road Name Keating Cutoff

3. Section Name Webber Cattle Guard to Keating Store Length 2.0 Miles

4. Type of Project Widen-base - Surface

5. Survey to be done by: State ✓ County ____
(NOTE: If project is canceled, County must pay for survey.)

RECEIVED
AUG 26 1963
ENGINEER
COUNTY & CITY DIVISION

PROJECT DATA -

6. Has base design been given to County? Yes ____ No ✓

Will it be furnished? Yes ____ No ____

7. Wearing Surface: Type O-11 Width 20 Shoulders 4 feet

8. Grading & Drainage:

By County ____ County Date of Completion ____ By Contract ✓

9. Bottom Base Course:

By County ____ County Date of Completion ____ By Contract ✓

10. Leveling Course:

By County ____ County Date of Completion ____ By Contract ✓

11. Wearing Surface:

By County ____ County Date of Completion ____ By Contract ✓

12. Clearing:

By County ____ County Date of Completion ____ By Contract ✓

13. Is there any merchantable timber on right-of-way? Yes ____ No ✓

14. Will timber be reserved for owner? Yes ____ No ____

15. Will timber become property of contractor? Yes ____ No ____

Remarks ____

MATERIAL SOURCE - None found at this time - - - - - - - - - - -

16. Gravel ____ Quarry ____ Cinders ____

17. Owner: County ____ State ____ Private ____

18. Location: ____ Section ____ Township ____ Range ____ W.M.

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: County has Quarry on B.L.M. land

Remarks: that Material may be suitable for widening

Pit located NW¼ SE¼ Sec. 32 T 8S, R. 42 E.W.M.

FINANCIAL- -

21. Estimated Cost: $_____

22. Available FAS Funds: $_____

23. Date Match Money is Available: July 1st 1963

24. Will there be any 100% County Money? Yes___ No ✓

25. Maximum Amount of 100% County Money Available: $_____

26. Date County Requests Letting: Prior to June 30, 1964

Remarks_____

_____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes ✓ No___

28. Will right-of-way be acquired by: Resolution____ or Deed ✓

29. Should State prepare options? Yes ✓ No____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No ✓

31. Should material source site be included in right-of-way descriptions? Yes ✓ No____

32. Does project run inside city? Yes____ No ✓
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No ✓
(NOTE: County must move all utilities located on present right-of-way.)

Remarks_____

RAILROADS- - - - - - - - - None -

34. Location: _____

35. Name of Railroad: _____

36. Number of tracks: _____

37. Sight distance: _____(Left) _____(Right)

38. Number of trains_____

39. Angle of intersection_____

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning_____ Crossbucks_____ Stop_____

Automatic Flashing_____ Automatic Bell_____ Gates_____

Remarks_____

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes ✓ No____

43. Will replacement by by: County ✓ Contract_____
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes____ No ✓

45. Will County adjust structure to additional width? Yes ✓ No____

46. Will adjusted width be standard? Yes ✓ No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks_____

_____

47. Is project contingent upon other factors? Yes ✓ No____

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: Material for base and aggregate to be found - Right-of-way to be acquired and bridges Widened

_____

_____

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: County would also like Contract to be let with #86 highway Contract.

50. (c) Surveys (Coordination with outside surveys)

Explain: No other Surveys Contingent upon this Project

Baker County

Date 8/22/63

By Leon Rea
County Judge

By N. L. Best
County ~~Engineer~~ RoadMaster

O.S.H.D. Field Engineer

FORM E-30 50M 8-62 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 14, 1963

SUBJECT: Keating Road
FAS 509
Baker County

RECEIVED
AUG 15 1963
ENGINEER
COUNTY & CITY DIVISION

To:

Mr. H. S. Cox
County and City Engineer
Salem

Attention: Vern Jones

NOTED
DON HARWELL

Mr. Vern Moore and myself made an investigation of the area around Keating looking for prospective material sources as requested by you on a recent trip through our division.

A gravel deposit was located some 5 miles northwest of Keating. These gravels are very small but might be useable as a pit run material. We are awaiting results from the laboratory tests before stating whether or not these could be used strictly as pit run base. We question whether or not there is sufficient large particles to make an efficient crusher setup for oil rock or leveling rock source.

About 4½ miles north of and a little east of Keating we discovered a large rock outcrop that would appear to make an ideal quarry. The material is a hard and platy type deposit that would apparently not have any sizeable amount of large boulders that could not be efficiently crushed. This is by far the best source that was investigated.

Another outcrop was investigated about 3½ miles north and east of Keating. This is a metamorphic type material that would be more blocky coming from the quarrying operations and does not appear to be as good quality material as that in the quarry mentioned above. We are awaiting laboratory results on samples of this material to determine acceptability for its use.

Offhand it would appear that the second source mentioned above would be the best choice for a prospective material source. The best alternate plan would be to call for bids on this section at the same time as the Middle Bridge-Love Bridge project on the Baker-Homestead Highway, allowing the contractor for the county road project to negotiate with the contractor on our Federal Aid project for the obtaining of necessary materials.

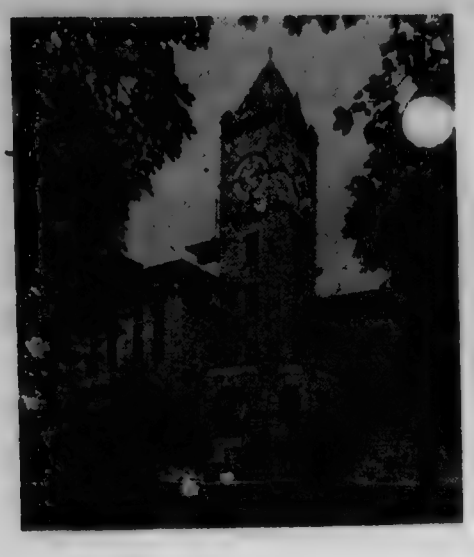
A. F. Parson
Division Engineer

By

H. S. Coulter
Assistant Division Engineer

HSC:if
cc: Vern Moore

Copy to Yarbrough 8.23.



LLOYD REA,
COUNTY JUDGE

R. M. PHIPPS,
GILL C. WRIGHT,
COMMISSIONERS

BAKER COUNTY

BAKER • OREGON

August 7, 1963

NOTED
H. S. COX

NOTED
DON HARWELL

Mr. H. S. Cox
County & City Engineer
State Highway Department
Salem 10, Oregon

NOTED
R. H. PRANGE

RECEIVED
AUG - 9 1963
ENGINEER
COUNTY & CITY DIVISION

Attention: Verne R. Jones
Planning Engineer

FAS 499

Dear Mr. Cox:

The Baker County Court would like to request our next FAS project to be the last two miles of the road running from highway #86 to the store and post office in Keating, Oregon.

The County will take care of any culverts or widening of any bridges, but we will not have any rock for this project, so we will have to look for the contractor to furnish it.

See FAS 589, letter to Cox 8-14-63

We were also wondering if it would be possible for you to contact the necessary department and see about letting this contract along with the one on highway #86 that would not be too far from the above-mentioned project.

Thank you.

Sincerely,

Lloyd Rea
County Judge

NOTED
V. R. JONES

NOTED
R. M. ALLISON

LR:bvl

S-501(2) Pudding River (Cline) Br. 1966
Sec., N. Howell-Mt. Angel
#6791 Road, FAS 736

C+H 2926

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 91460

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-1-67	CC 1062	

CREDIT DISTRIBUTION

521-1070-297

RECEIVED
JUN 1 1967
ENGINEER
COUNTY & CITY DIVISION

Contract 6791
L-501(2)

Yamhill County
Courthouse
Salem, Oregon 97301

Att: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Pudding River (Cline) Bridge, FAS 736. Covered by agreement dated October 9, 1964.			
County advance deposit		22,200.00	
Less amount previously transferred		14,200.00	
			8,000.00
County share of construction		20,799.17	
Less amount previously transferred		14,200.00	
			6,599.17
To be refunded			1,400.83

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Receipt/Cash Document: $_____

By _____

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
JAN 9 - 1967
FOR FILING

S-501(2)
6791

January 6, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $509.26 will be made to Hamilton Construction Company on Contract No. 6791 for construction of the Pudding River (Cline) Bridge on the North Howell-Mt. Angel Road in Marion County, as soon as the warrant is prepared.

The total amount paid on this contract will be $101,239.76 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Hamilton Construction Co.
P. O. Box 1376
Eugene, Oregon

C.H. Maison
Attn: John Herr

Monthly transaction number 12-5	FORM PR-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Marion
Modification number 1 # 6791	11-28-66	Project number S-501(2)

STATE COPY

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 18, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 108,516.00	$ 111,046.00
Federal funds	$ 68,900.00	$ 70,500.00
Other revisions		

This modification is made for the following reasons:

Revised estimate including quantity increase in bid item.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of November, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Baldock

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Mgr.
(Division Engineer)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. S-591(2)

PUDDING RIVER (CLINE) BRIDGE ON

FAS 736 IN MARION COUNTY

Revised project agreement estimate.

Salem, Oregon, November 14, 1966

Type Code X081
Bridge (12A1A)(Sta. 65+92 to Sta. 69+08.38)(Contract 6791)

Previous subtotal on estimate dated 4-6-66				$ 98,651.00
Previous Estimate Class "A" Concrete in Web Walls	115	cu.yd.	$65.00	$ 7,475.00
Revised Estimate Class "A" Concrete in Web Walls	150.4	cu.yd.	$65.00	$ 9,776.00
			Net Increase	$ 2,301.00
			Subtotal	$100,952.00
			10% Engr. & Cont.	10,094.00
				$111,046.00

Length of Structure - - - - - - - - 0.060 Mile

Federal Funds -	$ 70,500.00
State Funds -	20,273.00
County Funds -	20,273.00
	$111,046.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 9-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-140	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.	4-18-66	COUNTY
4 #6791		Marion
		PROJECT NO.
		S-501(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pudding River (Cline) Bridge on FAS 736.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-15-66	0.06
*OTHER *(Specify)*		

FUNDS — Pro Rata 63.57

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 108,516	$ 68,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 13288-P64

Oregon State Highway Department

Federal-Aid
Project No. S-501(2)

PUDDING RIVER (CLIVE) BRIDGE ON

PAS 736 IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 6, 1966

Type Code 1061
Bridge (Width) (Sta. 65+02 to Sta. 69+03.31) (Contract 6791)

Furnish Treated Timber Piling	1,470 lin.ft.	$ 1.80	$ 2,646.00
Furnish 10 HP 42 Steel Piling	2,250 lin.ft.	4.00	9,000.00
Drive Timber Piles	21 only	60.00	1,260.00
Drive Steel Piles	30 only	90.00	2,700.00
Splice Steel Piles	8 only	35.00	280.00
Class "A" Concrete in Web Walls	115 cu.yd.	65.00	7,475.00
Class "A" Concrete	All Required		32,000.00
65' to 70' Type 4 Prestressed Beams	4 only	1,850.00	7,400.00
70' to 75' Type 4 Prestressed Beams	4 only	1,850.00	7,400.00
80' to 85' Type 4 Prestressed Beams	4 only	1,850.00	7,400.00
90' to 95' Type 4 Prestressed Beams	2 only	2,350.00	4,700.00
95' to 100' Type 4 Prestressed Beams	2 only	2,350.00	4,700.00
Metal Reinforcement in Web Walls	4,600 lbs.	0.15	690.00
Metal Reinforcement	All Required		11,000.00
	Subtotal		$ 98,651.00
	10% Engr. & Cont.		9,865.00
	Total		$108,516.00

Length of Structure 0.060 mile

Federal Funds	$ 68,900.00
State Funds	19,808.00
County Funds	19,808.00
Total	$108,516.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
SEP 6 - 1966
FOR FILING

S-50(12)

6791

September 1, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 15, 1966, on Contract No. 6791. The contract was with Hamilton Construction Co. and was for construction of the Pudding River (Cline) Bridge on the North Howell-Mt. Angel Road (FAS736) in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 1, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. M. Young
Ivan Merchant
F. D. Morgan
C. M. Maison
R. D. Asburry

bg

COMMISSIONER
CHAIRMAN
COUNTY CLERK
CIVIL DEFENSE DIRECTOR
RECEIVED
AUG 1 - 1966
COUNTY CLERK
FOR FILING
S-501(2)
6791

MARION COUNTY
BOARD OF COMMISSIONERS
COURTHOUSE
SALEM, OREGON
PHONE 364-4401

Contract #6791

July 26
1966

Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon

Re: Cline Bridge, FAS 736

Attention: Mr. Ray Asburry, Division Engineer

Gentlemen:

This is to advise that representatives of the Marion County Board of Commissioners and the County Engineer met with you on Thursday, July 21, 1966, to view the completed portion of the Cline Bridge under FAS 736.

Please be advised that we have inspected the bridge and have found it to be satisfactory and acceptable to Marion County.

Very truly yours,

Rex Hartley
Chairman
Board of Commissioners

RH:s

NOTED
FLOYD QUERY

RECEIVED
MAY 18 1966
FOR FILING

May 17, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on Apr. 11, 1966, on Contract No. 6791, Pudding River (Cline) Bridge Section, in Marion County, in connection with Federal-Aid Project Number S-501(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VC:bb

RECEIVED
MAY 18 1966
FOR FILING

S-50,(2)

6791

March 24, 1966

Hamilton Construction Company
P. O. Box 1376
Eugene, Oregon

Gentlemen:

The State Highway Commission on March 23, 1966, accepted your proposal for the Fudding River (Cline) Bridge on the North Bowell-Mt. Angel Road FAS 736 in Marion County for the sum of $98,651.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Later in the day those conditions were satisfied and the State Highway Engineer awarded you the project, which has been assigned Contract No. 6791.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. H. Reed, Assistant Secretary

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 87437

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-22-66	CC 1001		521-1070-297

Marion County
Courthouse
Salem, Oregon

Attn: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			22,200.00
Partial transfer of advance deposits for the Pudding River (Cline) Bridge Section, FAS 736. Covered by agreement dated October 9, 1964.			14,200.00
To be retained			8,000.00

RECEIVED
MAR 24 1966
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF MAILING REQUEST

Cash Received and Receipted $ .....

By .....

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 10, 1966

Marion County Board of Commissioners
Courthouse
Salem, Oregon

Gentlemen:

On March 10, 1966, a satisfactory bid was received from Hamilton Construction Company of Eugene for constructing the Pudding River (Cline) Bridge Section of FAS 736. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$ 98,651.00
12-1/2% Engineering & Contingencies	12,331.38
Estimated Total Cost	$110,982.38

County Advance Deposit:
20% of $110,982.38 - $22,196.48 or say $22,200.00

Please make this advance deposit in the amount of $22,200 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

R. S. Cox
County and City Engineer

By

V. R. Jones
V. R. Jones
Planning Engineer

VRJ:nm

cc: Mr. John Anderson

RECEIVED
MAR 21 1966
ENGINEER
COUNTY & CITY DIVISION

State check No. M. 015008 - $ 11,888.00
County Warrant - 10,312.00
$ 22,200.00

NOTED
DON HARWELL

MAR 18 1966
FOR FILING
S-501(2)
6791

March 14, 1966

MISC. CONTRACTS and
AGREEMENTS No. 2986

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Finance-Construction Agreement covering the Pudding River (Cline) Bridge of FAS 736 in Marion County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Eb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

MONTHLY TRANSACTION NO. 2-85

DATE SUBMITTED TO W.O. FEB 17 1966

FORM PR-1 (REV. 4-61)

FEDERAL-AID P
(PPM)

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEA
CARD 2	1	Co. Rd. 1.5 mi. west of Mt. Angel	ADT	750	1,280	8
	(19) (20)	21 65			(68) (70)	(71)

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AU
CARD 3	One Bridge						A-2	
	28 62	(63) (65)	(66) (69)	(69)	(70)	(71)	(72) (73)	(74)

	CLASS OF FEDERAL FUNDS	COUNTY NAME	
CARD 4	Secondary		
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-A 736

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(1-4 5)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		Co. Rd. 1.5 mi. west of Mt. Angel. (Pudding River (Cline) Bridge)			
5					ROW					
5	30			3	CONST (CODE) Safety X021	3		0.06	130,000	78,000
							PROJECT TOTALS	0.06	130,000	78,000

CARD 1	CODE 1	PREPARED BY
1	14	

PROGRAM APPROVAL DATES
FEB 15 1966

E.P.R. Oregon Division

RECEIVED
FEB 18 1966
ENGINEER
COUNTY & CITY DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	750	1,280	86	08	Oregon	35	022	946

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
			A-2		S	501(2)			

COUNTY NAME: Marion — CODE: 047

ROUTE NO. S — FEDERAL-AID: 736 — STATE: Co.Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Construct one RCDG Bridge, length 317', HC 28'. (County to construct approaches)
					ROW - 60' min. Access Control-None Parking Restrictions - None
0.06	130,000	78,000	26,000	26,000 (County)	
0.06	130,000	78,000	26,000	26,000 (County)	

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COUNTY & CITY DIVISION

NOTE
V.3

REMARKS

Assistance to displaced persons - none involved.

USCOMM DUSCOMM-DC 48905-P61

PUDDING RIVER (CLINE) BRIDGE

PROJECT NO. S-501(2)

Existing Facilities: Bridge having an 80' steel pony truss main span and pile. Trestle approach spans totaling 318' in length. Bridge has an inadequate width of 17'7" and trestle spans have decayed piling and superstructure is in a deteriorated condition.

Adjacent Sections: East end - 18' bituminous surface, 3' shoulders
West end - 18' bituminous surface, 3' shoulders

Project Data: Construct an RCDG bridge 317' long having a clear width of 28'. Structure will be placed on improved alignment. Approaches will be graded and surfaced by county forces to a width of 30'.

Right of Way: 60' minimum
Access Control: None
RR Xing: None
Minimun Design Standards: No exceptions
System Action: None required
Public Hearing: None required
Unusual or Complicated Situations: None
Route Data: See S-501(1)

Oregon State Highway Commission
State Highway Building
Salem, Oregon

2-2-66

Attention: County and City Relations Division

Subject: Federal Aid Project No. S-501(2)

Highway No. FAS 736

Project Name Pudding River

(Cline Bridge)

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

~~*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.~~

Dated at Salem, Oregon, this 2nd day of February, 1966.

Board of Commissioners
Marion County ~~County Court~~

Roy Hadley
Chairman ~~Judge~~

Henry Thomas
Commissioner

Pat McCarthy
Commissioner

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FEB - 3 1966
ENGINEER
COUNTY & CITY DIVISION

*NOTE: Certify either paragraph 2 or 3.

February 2, 1966
(date)

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
P. D. Arensmeier

NOTED
R. H. FRANCE

Marion County Board of Commissioners
Courthouse
Salem, Oregon

Attention: Mr. John Anderson, County Engineer

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 736

Section Pudding River (Cline) Bridge

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

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FEB 18 ...
ENGINEER
COUNTY & CITY DIVISION

NOTED

Feb. 16, 1966
(date)

By Ray Hartley

By Henry Ahrens
Commissioner

By Pat McCarthy
Commissioner

Copy to L H Young
Attention Dwayne Ridings

FORM E-30 50M 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 27, 1966

SUBJECT: OPTIONS
Cline Bridge Section
County Road
Marion County

To: Mr. H. S. Cox
County-City Relations Engr.
B U I L D I N G

L To County by Hand
1-27-66

Attached you will find three original option forms in quadruplet covering right of way to be acquired in connection with Cline Bridge Section of a County Road in Marion County.

Enclosed for your information are copies of the Authorization list and Mr. Barbee's letter of January 19, 1966.

We are attaching five prints of map No. 1R-3-1401 covering this area and bearing our date of January 20, 1966.

File No.	Name	Area
39160-A	Joseph J. Traeger, et ux	1.6 Acres
39160-B	E. G. Wiesner, et ux	0.7 Acres
39160-C	Henry H. Johnson, et ux	0.04 Acre

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

MC:jm
encs. 3 Options-5 Prints
Auth. list-copy Ltr.

cc: R. D. Asburry- 1 Print

E. J. Benner - 1 Print

RECEIVED
JAN 27 1966
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JAN 31 1966
FOR FILING
S-501(2)
6771

January 27, 1966

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Safety Improvement Project, Item 946, Project No. S-501(2), Pudding River (Cline) Bridge which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

This project qualifies as a Safety Improvement Project. The narrow 17' 7" wide by 310' long existing structure presents a hazard to the motoring public due to the restricted horizontal clearance. The accident potential of this section is greatly increased by the fact that it is a farm-to-market route carrying farm and milk trucks, school buses and mail delivery vehicles. This project is to replace the narrow existing structure with a 317' long RCB structure with 28' horizontal clearance on improved alignment. The County will grade and surface the approaches to a width of 30'. The new structure will eliminate the existing potential accident hazard created by the narrow existing structure.

Marion County in cooperation with the State has selected this section for a Safety Improvement Project on the basis of a roadway hazard as determined by engineering judgement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

cc: Ben Gifford
Verne Jones
R. H. Chase

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 2

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION (45 typewriter spaces) 21	Co. Rd. 1.5 mi. west of Mt. Angel	65	ADT	PRESENT	750	FUTURE (66)	1,280	YEAR (70)(71)	86			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28	One Bridge	62	NATL. FOREST (63)(65)		FH ROUTE NO. (66)(68)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)	EMERG. YR. (72)(73)		PL. AUT (74)
CARD 4	CLASS OF FEDERAL FUNDS	Secondary											COUNTY NAME	M	
	NAME OF URBAN AREA 17-31												ROUTE NO. S	FEDERAL-AI	736

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(18)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		Co. Rd. 1.5 mi. west of Mt. Angel. (Pudding River (Cline) Bridge)			
5					ROW					
5					CONST (CODE) Safety			0.06	130,000	78,000
							PROJECT TOTALS	0.06	130,000	78,000

(16) (23)(24)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		750	1,280 (66) (70)	86 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	946 (14) (18)

SUPV AGCY (68) (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI. (24) (26)	DESIG. 27
					S 14 28	501(2) 7 13			

COUNTY NAME: Marion — CODE: 647 (14) (16)

ROUTE NO. S — FEDERAL-AID: 736 (32) — STATE: Co.Rd. (36) (37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (56) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Construct one RCDG Bridge, length 317', HC 28'. (County to construct approaches)
0.06	130,000	78,000	26,000	26,000 (County)	ROW - 60' min. Access Control-None Parking Restrictions - None
0.06	130,000	78,000	26,000	26,000 (County)	

(16) (23) (24) (33)

REMARKS

Assistance to displaced persons - none involved.

USCOMM DUSCOMM-DC 48905-P61

PUDDING RIVER (CLINE) BRIDGE

PROJECT NO. S-501(2)

Existing Facilities: Bridge having an 80' steel pony truss main span and pile. Trestle approach spans totaling 318' in length. Bridge has an inadequate width of 17'7" and trestle spans have decayed piling and superstructure is in a deteriorated condition.

Adjacent Sections: East end - 18' bituminous surface, 3' shoulders
West end - 18' bituminous surface, 3' shoulders

Project Data: Construct an RCDG bridge 317' long having a clear width of 28'. Structure will be placed on improved alignment. Approaches will be graded and surfaced by county forces to a width of 30'.

Right of Way: 60' minimum
Access Control: None
RR Xing: None
Minimun Design Standards: No exceptions
System Action: None required
Public Hearing: None required
Unusual or Complicated Situations: None
Route Data: See S-501(1)

MEMO TO R. N. CHASE Date Jan. 6, 1966

FAS 736, MARION COUNTY: Cline Bridge (Pudding River) SECTION

TERMINI: Bridge over the Pudding River 1.5 miles west of Mt. Angel.

PROPOSED WORK: Construct RCDG Bridge

NOTED
P. B. Arensmeier

NOTED
H. S. COX

PROJECT LENGTH: 0.006 mile

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$130,000	$78,000	$26,000	$26,000	

NOTED
DON HARWEL

EXISTING FACILITIES: Bridge having an 80' steel pony truss main span and pile, trestle approach spans totaling 318' in length. Bridge has an inadequate width of 17' 7" and trestle spans have decayed piling and superstructure is in a deteriorated condition.

ADJACENT SECTIONS:
[redacted]/EAST END: 18' bituminous surface, 3' shoulders

[redacted]/WEST END: 18' bituminous surface, 3' shoulders

PROJECT DATA: Construct an RCDG bridge 317' long having a clear width of 28'. Structure will be placed on improved alignment. Approaches will be graded and surfaced by county forces to a [redacted] width of 30'.

RIGHT-OF-WAY: 60' minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION None required
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: See S-501(1)

VRJ:[redacted]

NOTED
V R JONES

RECEIVED
SEP 21 1965
FOR FILING

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

RECEIVED
OREGON STATE HIGHWAY DEPT
BRIDGE DIVISION
SEP 20 1965
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

September 17, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. I. D. Merchant

Dear Sir:

We are replying to your letter of August 20, 1965 which enclosed plans for the following project:

Cline Bridge, Pudding River Section, Road No. 49, FAS 736, Marion County.

There will be no conflict with wildlife resources as a result of this construction, and the project is approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC
R. D. Asburry (2)
Fred Klaboe
L. H. Young
Frank Hall
F. D. Morgan
J. E. Morelock

NOTED
F. B. KLABOE

RECEIVED
SEP 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
T. C. ROAKE

RECEIVED
SEP 1 - 1965
COMMISSIONERS:
R. C. KEIERNURGEN, CHAIRMAN, BEAVERTON
H. HOFFSCHMIDT, PORTLAND
ANN L. CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

August 27, 1965

Mr. Forrest Cooper
Highway Engineer
Highway Building
Salem, Oregon

Attention Mr. Ivan D. Merchant

Dear Mr. Cooper:

The proposed highway projects referred to in your letters to us dated August 12 and 20, 1965 are listed below in conjunction with our comments and recommendations pertaining to the protection of fish life:

Beaverton-Highway Overcrossing, Route 141, Progress-Pacific Highway West Section, Drawing 20765.

Boat Basin Access Bridge UPRR, Cascade Locks-Mitchell Point Section, Columbia River Highway, Drawing 20853.

No problems with the fishery resource are anticipated regarding the above projects.

Phillips Creek Bridge Site, Station 11+05 at Junction of FAS 795 and Weston-Elgin Highways. Drawing 21037.

Cline Bridge, Pudding River Section. N. Howell-Mt. Angel, Market Road No. 49, FAS 736, Marion County.

Big Rock Creek Bridge, County Road 813, Linn County.

Willamette River Bridge, First Avenue-Coburg Road Section, Eugene-Springfield Highway.

Fish passage must be maintained in the streams involved above.

The usual precautionary methods should be employed to prevent excessive siltation in the streams during the construction periods.

NOTED
T. C. ROAKE

An awareness by the contractors of the need for a permit from the Fish Commission to use explosives in waters of the state is essential.

Your favorable consideration in these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission

cc: Mr. L. W. Rulien (2)
Mr. A. F. Parson (2)
Mr. R. D. Asburry (2)
Mr. L. R. Chandler (2)
Mr. F. B. Klaboe
Mr. L. H. Young
Mr. Frank Hall
Mr. F. D. Morgan
Mr. J. E. Morelock

RECEIVED
AUG 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 0 1965 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

F. B. Arensmeier

Section SILVER CREEK (PUDDING RIVER) Highway F.A.S. 736 County MARION Prefix 536-1406

Des. Engr. A. McCoy Approx. Length _____ Miles. Sta._____ to Sta._____ Date 4-22-65

Truck A.D.T. 6 Traffic Coefficient 5.8 18 kip s.a. per day 4.3.

Annual Precipitation 40"± Frost Penetration -----.

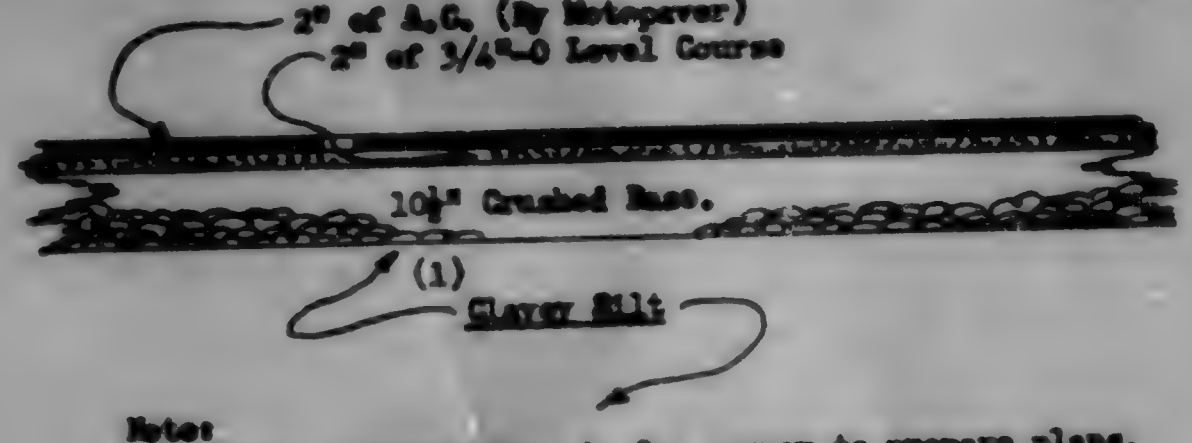
NOTED
R. H. PRANGE

(1)
Typical Soil

34	LL
8	PI
98	%P 10
85	%P200
2	%Gravel
3	%C Sand
10	%F Sand
60	%Silt
25	%Clay
25	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.



Note:
State participation is for survey to prepare plans, specifications, and estimates for bridge replacement on new alignment. Marion County will construct approaches. Project Base Design provided to assure ample subgrade width.

	CBR Total Req.	Credit	Actual Thick.	
		4	2	A.C.
		2	2	Level
		10½	10½	Cr. Base
	16½	16½	14½	

NOTED
V. R. JONES

NOTED
DON

RECEIVED
MAY 3 - 1965
ENGINEER
COUNTY & CITY DIVISION

Submitted by J. W. Yarbrough Staff Assistant Recommended by R. A. Whitaker Engineer of Materials

Recommended by [illegible] Construction Engineer Approved by H. B. Klahre Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
[illegible] Office Engineer
[illegible] gn Engineer
[illegible] sion Geologist
[illegible] Locating Engineer
[illegible] Engineer
[illegible] City (2)

SECTION: GLIDE BRIDGE

HIGHWAY: F.A.S. 736

COUNTY: MARION

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 450 (Total)

B. Future ADT 765 (Total)

C. Mean ADT 608 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 2 (ADT Basis)

G. Trucks (in one direction) F= 1% x (C) 608 = 6

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 6 x (F) 100 % = 6

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 5.8

SECTION: CLINE BRIDGE

HIGHWAY: F.A.S. 736

COUNTY: MARION

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A_1C_1 or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers A_1C_2
13. Traffic Safety: Not applicable
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Marion County will construct approaches. See Item 12.

RECEIVED
OCT 12 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX
10-9-64

NOTED
R. M. ALLISON

Prefix No, 524-1406

LOCATION PROSPECTUS
CLINE BRIDGE, PUDDING RIVER SECTION
NORTH HOWELL-MT. ANGEL ROAD, FAS 736
MARION COUNTY

NOTED
DON HARWELL

NOTED
R. H. PRANGE

HIGHWAY: North Howell-Mt. Angel County Road, Federal-aid Secondary No. 736.

TERMINI: The bridge site is 1.5 miles westerly of Mt. Angel.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the replacement of an existing 80-foot steel span on new alignment. The existing frame trestle approaches are 266 feet on the west and 47 feet on the east. Soils investigations will be conducted. Reconnaissance is not necessary. An economic analysis is not needed. It will not be necessary to tie the project to the Lambert Grid System. This is an FAS-C project to be constructed with 1965 funds.

CHARACTERISTICS: Existing ADT 500; projected ADT 850.

STANDARDS: Class "D" with maximum grade of 6 per cent and curvature of 10 degrees. Deviations from State or AASHO standards are not anticipated.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot paved shoulders. The bridge approaches will be constructed by County forces.

BRIDGE: The proposed bridge will have a horizontal clearance of 28 feet with no sidewalks. The present structure will be used for a detour during construction and be removed by the County when not needed.

NOTED
V. R. JONES

ACCESS: County road with no control of access.

BASE: The tentative design for construction is:

Paving	1-1/4" 0-11
Top Course Base	2 " Level
Bottom Course Base	12 " Coarse Crushed
Total Depth	15-1/4"

10/9/64

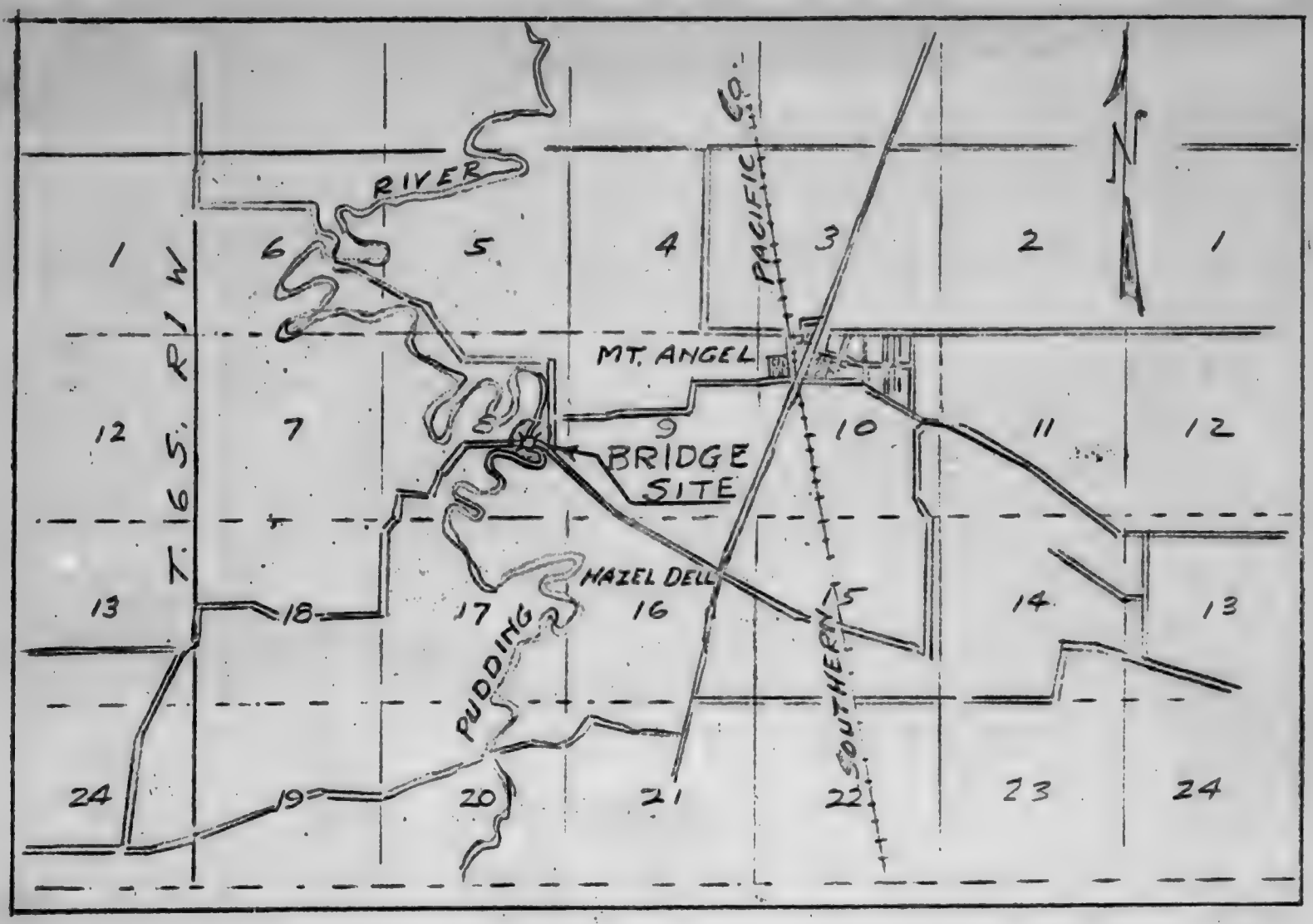
MATERIALS: County or local commercial sources.

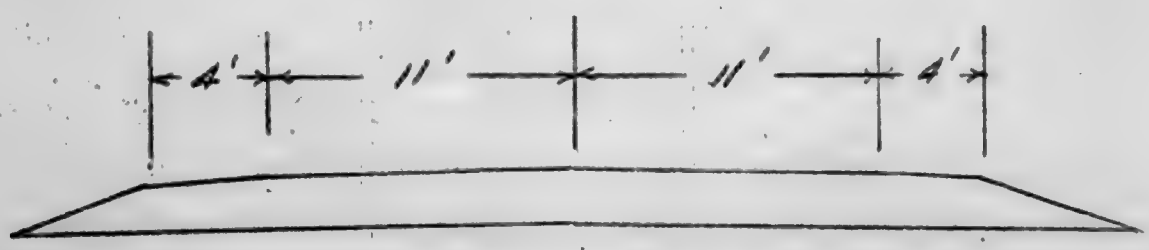
ADDITIONAL FACILITIES: No railroads.

AGREEMENTS: Routine FAS-C negotiations.

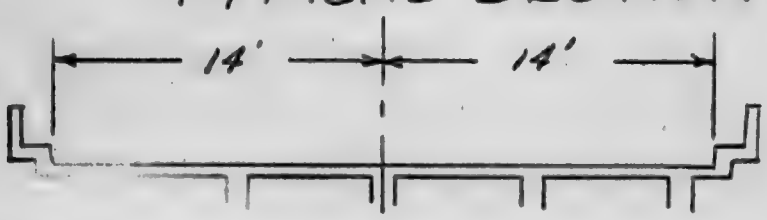
PARKS: None affected.

October 9, 1964
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
Richard N. Chase
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young





TYPICAL SECTION



PROSPECTUS MAP

CLINE BRIDGE - PUDDING RIVER

NORTH HOWELL - MT. ANGEL ROAD - FAS 736

MARION COUNTY

Scale 1" = 1 Mi. Sept. 1962

ARTHUR DUFFY RES. ENG'R.

10-9-64

MARION COUNTY
PROPOSED PROJECT (1965 Funds)

FAS 736, Cline Bridge, Pudding River, $140,000.
This project requires the replacement of a 17' wide steel truss span with a new structure on improved alignment. The present structure can be used to carry traffic during construction and will be removed later by the County. The County will also grade and surface the approaches. The new structure will have a clear width of 28'.

Approved
10-9-64

JOHN A. ANDERSON, P. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE 364-4401, EXTENSION 53
SALEM, OREGON 97301

NOTED
H. S. COX

October 22
1 9 6 3

RECEIVED
OCT 25 1963

Mr. H. S. Cox
County-City Relations
State Highway Department
Salem, Oregon

NOTED
DON HARWELL

Dear Mr. Cox:

NOTED
R. M. ALLISON

We are investigating the possibility of putting two bridge projects on the FAS programming for 1964-65. I wonder if you could give me an estimate of the cost of such projects so that I may determine whether we have sufficient FAS funds to do these projects:

15,000 Roadwork
125,000 Bridge
$140,000

(1) Kline Bridge, Market Road #49, FAS 736. This should include any desirable realignment.

(2) Turner Bridge, Turner, Oregon, FAS 590. An additional two feet of head room would be desirable on this bridge.

$35,000

I am attaching a Marion County map showing the location of these bridges.

Very truly yours,

John A. Anderson
County Engineer

JAA:s
Encl.

Discussed with Anderson
10-30-63
V.J.

NOTED
V. R. JONES

3.00
11 7

16

30'

Cl + Gr. 1000
~~Brickwork 8000 @ .80~~ 6400
Kurb 1200 yds @ 2.50 3000
Paving 400 Tons @ 8.00 3200
8000 13600
1400
15,000

Roadwork 15,000
Bridge 115,500
130,500

15
81
81
891
425 229
112
11
+10%
123
12

C & A 2986

S-SU-476(2) Washburn Way-Shasta Way Sec., FAS 415 (Grading and paving) 1966

#6792

C 7.9 2982

OREGON STATE HIGHWAY DEPARTMENT

FORM A-100 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 93458

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-6-67	C 1088		01-1 11-207

RECEIVED
DEC 7 1967
ENGINEER
COUNTY & CITY DIVISION

Contract 6792
L-SU-476(8)

- Klamath County
- Board of Commissioners
- Courthouse
- Klamath Falls, Oregon 97601

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn: Winston Furth, County Engineer			
Final Billing: Washburn Way-Shasta Way Section, FS 115 Covered by agreement dated October 9, 1964.			
County advance deposit		50,500.00	
Less amount previously transferred		30,500.00	
			20,000.00
County's share of construction costs		14,[illegible].73	
Less amount previously transferred		30,500.00	
			14,346.73
Amount to Refund County			5,[illegible].27

ACKNOWLEDGMENT OF BILLING REQUEST

NOTED
H. S. COX

Cash Received with Request $_____

By_____

RECEIVED
FEB 15 1967
FOR FILING

S-SU-476 (2)

6792

February 14, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $4,261.10 will be made to Rogue River Paving Company, Inc., on Contract No. 6792 for grading and paving on the Washburn Way-Shasta Way Section of the Klamath Falls-Malin Highway in Klamath County, as soon as the warrant is prepared.

The total amount paid on this contract will be $224,352.92 including the post-final payment. Of the total $361.85 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Rogue River Paving Co., Inc.
P.O. Box 250
Medford, Oregon 97501

C.H. Maison
Attn: John Herr

RECEIVED
DEC 12 1966
FOR FILING

S-511-476(2)

6792

1501

December 12, 1966

Mr. Gale C. Kimball, Secretary
Rogue River Paving Company, Inc.
Post Office Box 250
Medford, Oregon

Dear Mr. Kimball:

You recently wrote us concerning a request for extra compensation for the use of asphalt in excess of the amount specified in the General Specifications.

This matter has been turned over to the Division Engineer for his actions. I am sure that, if he has not already, he will be contacting you regarding this matter in the very near future.

I suggest that hereafter when you have requests such as this to make, you make them to the Resident Engineer in charge of the project rather than writing to the State Highway Commission or its Secretary. You must realize that we have to refer the matter back down to the field man in charge and this delays any action for a considerable amount of time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb
cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Floyd Query
F. D. Morgan
J. F. Putnam
W. Reid Meritt

Salem, Oregon
November 29, 1966

Shasta Way-Washburn Way
Contract No. 6792
Extra Asphalt Compensation
Assignment No. FBK 1201

Mr. J.F. Putnam
Division Engineer
State Highway Department
Bend, Oregon

The November 16, 1966 letter from Rogue River Paving Company has been referred to this office. It indicates that copies were sent to you and Mr. Meritt.

If the circumstances are as set forth by the contractor, we would be agreeable to making additional compensation by a price agreement, which should also include a statement to the effect that it would be a release of all claims. A situation similar to this developed on another project last summer, and payment for the asphalt content above the 6.5% upper limit, as shown on Table 320-1 of the Standard Specifications, was approved.

The Cost Analyst advises that the $31 per ton which the contractor is claiming is very reasonable. He has apparently not added a 15% overhead charge, so the basis of his request appears to be reasonable. If you concur, please proceed with a price agreement. It should be accompanied by data showing derivation of the average actual asphalt content in the mix.

F.D. Morgan
Construction Engineer

By

NOTED
F. B. KLABOE

John A. Bond
Staff Assistant

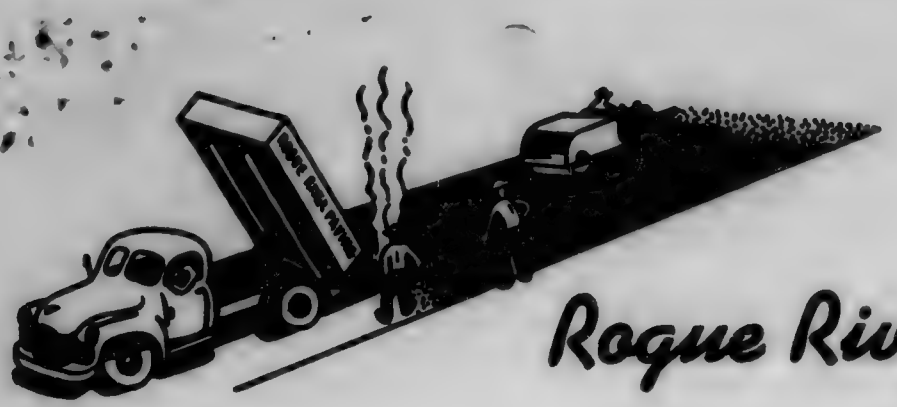
JAB:sg
Attachments

cc: F.B. Klaboe
V.D. Holfe

RECEIVED
DEC 1966
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO

By Asst. State Hwy. Engr.



TELEPHONES:
MEDFORD 772-4037
MEDFORD 773-5145
GRANTS PASS 476-5337

4445

NOV 22 66

Rogue River Paving Co., Inc.

P. O. BOX 942 250
MEDFORD, OREGON

November 16,1966

Klaboe

Mr.Floyd Query, Secty.
Oregon State Highway Comm.
State Highway Building
Salem, Oregon

Re: Contract #6792
Shasta Way-Washburn Way
Klamath Falls, Oregon

Gentlemen:

Please accept this letter as our request for extra compensation for use of 60-70 penetration liquid asphalt in excess of the maximum amount specified in the General Specifications.

Mr.W.Reid Meritt, resident engineer, Klamath Falls, was advised by the State Highway Department Lab to use 7.5% to 8% asphalt in mixture. We were ordered to use this amount, and did so.

The asphalt in mixture averaged 7.85%. We are therefore requesting payment for 1.35% asphalt, the amount used in excess of the maximum stipulated in the General Specifications.

This amount comes to:
1.35 X 31.00 per ton cost = .4185 per ton.
14,564.53 Ton X .4185 = $6,090.87

Yours very truly,
ROGUE RIVER PAVING CO.Inc.
Gale G. Kimball, Secty.

cc: Mr.W.Reid Meritt
cc: Mr.J.F.Putnam

RECEIVED
NOV 17 1966
STATE

RECEIVED
DEC 9 - 1966
FOR FILING

S-211-476 (2)

6792

December 9, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6792 awarded to Rogue River Paving Company, Inc., for grading and paving the Washburn Way-Shasta Way Section of the Klamath Falls-Malin Highway in Klamath County was completed on September 7, 1966, and accepted by the Highway Commission on December 8, 1966.

Final payment in the amount of $6,654.16 will be released to the contractor after December 16, 1966. The total contract amount is $220,071.82 including $361.85 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Rogue River Paving Company, Inc.
P.O. Box 250
Medford, Oregon 97501

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
DEC 9 - 1966
FOR FILING
S-SU-47[illegible](2)
6792

December 8, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed September 7, 1966, on Contract No. 6792. The contract was with Rogue River Paving Co., Inc. and was for grading and paving on the Washburn Way-Shasta Way Section of the Klamath Falls-Malin Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 8, 1966, and that you concur in this procedure at the Commission meeting on December 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Washburn Way-Shasta Way		WEEK ENDING: November 12, 1966
		SECTION PREFIX: 518-1014
HIGHWAY: Klamath Falls-Malin		COUNTY: Klamath
NAME OF JOB: Washburn Way-Shasta Way	KIND OF WORK: Grading and Paving	
CONTRACTOR: Rogue River Paving Company, Inc.	CONTRACT NUMBER: 6792	FEDERAL AID PROJECT NUMBER: S-SU-476(2)
DATE OF CONTRACT: March 24, 1966	DATE WORK STARTED: March 28, 1966	ESTIMATED COMPLETION DATE: September 7, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 150
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 252,740.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 234,767.61	ENGINEERING AUTHORIZATION $ 17,972.64	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 222,257.02	ENGINEERING COST TO DATE $ 17,276.92	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 5 %	PERCENT OF AUTHORIZATION 96 %	DATE PROJECT WAS COMPLETED: September 7, 1966

Semi-final submitted November 7, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.53	1.53			1.53
MILES PARTIALLY COMPLETED	1.53	1.53			1.53
MILES COMPLETED	1.53	1.53			1.53
TOTAL ESTIMATED QUANTITIES (CONTRACT)	25,400 Cu.Yd.	25,300 Ton			15,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE	22,145.15 Cu.Yd.	28,959.42 Ton			14,576.49 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	22,145.15 Cu.Yd.	28,959.42 Ton			14,576.49 Ton
AVERAGE DAILY QUANTITIES	0 Cu.Yd.	0 Ton			0 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 Cu.Yd.	0 Ton			0 Ton
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	~~Week~~ Calendar DATE CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Snow P.M.-Cldy P.M.	0	0	Project Completed.
MONDAY	Pt. Cloudy-cool	0	0	
TUESDAY	Pt. Cloudy-cool	0	0	
WEDNESDAY	Pt. Cloudy-showers	0	0	
THURSDAY	Cloudy-showers	0	0	
FRIDAY		0	0	
SATURDAY		0	0	

RECEIVED
NOV 1 - 1966
CONSTRUCTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity. Project completed.
MONDAY	Semi-final estimate submitted to Division office.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity. Project completed.
Semi-final estimate completed and submitted to Division office Monday of this week.

FINAL REPORT

SIGNED W. Reed Merritt LOCATION Klamath Falls, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FAS 415
S-SU-476(2)
8 Aug 50

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER
COURTHOUSE
KLAMATH FALLS, OREGON

October 26, 1966

Mr. Reid Merritt
Resident Engineer
Oregon State Highway Department
2556 Altamont Drive
Klamath Falls, Oregon 97601

Dear Mr. Merritt:

The surfacing of the East Side By-Pass, Washburn Way to Shasta Way section is acceptable to Klamath County. There is a need for guardrails on a portion of the road where it abuts old Alameda Avenue. But as per our previous conversation, Klamath County will install this guardrail.

Likewise, the Crystal Springs-Rock Creek sections of the West Side Road are acceptable to Klamath County.

Very truly yours,

Winston W. Kurth

Winston W. Kurth
County Engineer

WWK:ml

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 9-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-138	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 6 #6752	4-13-66	COUNTY Klamath
		PROJECT NO. S-SU-476(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Washburn Way-Shasta Way Section, Klamath Falls-Malin Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-23-65	1.43
*OTHER *(Specify)*		

FUNDS Pro Rata 63.51

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 247,123	$ 156,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Kelso

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1966

USCOMM-DC 13285-P64

Oregon State Highway Department

Federal Aid
Project No. S-SS-476(2)

WASHBURN WAY-SHASTA WAY SECTION OF THE

KLAMATH FALLS-MALIN HWY. IN KLAMATH COUNTY

Project Agreement Estimate

Salem, Oregon, April 6, 1966

Type Code 6201
Roadway (Sta. 118+50 to Sta. 194+00)(Contract 6792)

Clearing and Grubbing	All Required		$ 3,000.00
General Excavation, Unclassified	25,400 cu.yd.	$ 0.70	17,780.00
Trench Excavation, Unclassified	20 cu.yd.	10.00	200.00
Watering	600 M-gal.	3.00	1,800.00
Preparation of Old Roadbed	All Required		1,000.00
3/4" - 0 Material in Base	21,700 ton	2.95	64,015.00
Hauling and Placing Stone Base	3,600 cu.yd.	1.80	6,480.00
3/4" - 0 Material in Prime Coat	550 cu.yd.	4.80	2,640.00
MC-250 Asphalt in Prime Coat	85 ton	63.50	5,397.50
Class "B" Asphalt Concrete	15,000 ton	7.57	113,550.00
12-inch Culvert Pipe	10 lin.ft.	4.00	40.00
18-inch Culvert Pipe	90 lin.ft.	5.95	535.50
Concrete Inlets, Type D	1 only	180.00	180.00
Guide Posts, W-2 Way	90 only	8.50	765.00
Guide Posts, Y-1	50 only	8.50	425.00
5' Chain Link Fence	1,000 lin.ft.	2.50	2,700.00
5' x 16' Chain Link Gates	1 only	150.00	150.00
			$220,658.00
Flagging (57½¢ of contractor's cost)	All Required		2,500.00
Signing	All Required		1,500.00
			4,000.00
	Subtotal		$224,658.00
	10% Engr. & Cont.		22,465.00
	Total		$247,123.00

Length of Project - - - 1.430 miles
Cost of Roadway per mile $172,813.28

Federal Funds	$156,900.00
State Funds	45,111.50
County Funds	45,111.50
	$247,123.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
MAY 18 1966
FOR FILING

S-SH-476(3)

6792

March 24, 1966

Rogue River Paving Co., Inc.
P. O. Box 942
Medford, Oregon

Gentlemen:

The State Highway Commission on March 23, 1966, accepted your proposal for grading and paving on the Washburn Way-Shasta Way Section of FAS 415 in Klamath Falls, Klamath County for the sum of $220,658.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6792.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

gc

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 87438

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-22-66	CC 1000		510-1014 -297

- Klamath County
- Courthouse
- Klamath Falls, Oregon

Att: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			50,500.00
Partial transfer of advance deposit for the Washburn Way-Shasta Way Section, FAS 115. Covered by agreement dated October 9, 19[illegible]			30,500.00
To be retained			20,000.00

RECEIVED
MAR 24 1966
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Receipt [illegible]

By [illegible]

NOTED

NOTED
RICHARD UNREIN

March 10, 1966

Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Gentlemen:

On March 10, a satisfactory bid was received from the Rogue River Paving Company of Medford for constructing the Washburn Way-Shasta Way Section of FAS 415. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$220,658.00
Flagging	2,500.00
Signing	1,500.00
12-1/2% Engineering & Contingencies	26,082.25
Estimated Total Cost	$252,740.25

County Advance Deposit:
20% of $252,740.25 = $50,548.05 or say $50,500.00

Please make this advance deposit in the amount of $50,500.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

NOTED
H. S. COX

VRJ:mm

cc: Mr. Winston Kurth

NOTED
V. R. JONES

NOTED
DON HARWELL

3-15

RECEIVED
MAR 18 1966

S-511-476(2)

6792

March 15, 1966

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, Oregon

MISC. CONTRACTS and AGREEMENTS No. 2982

Gentlemen:

We are enclosing for your records a fully executed copy of a Finance Agreement covering the Washburn Way-Shasta Way Section of FAS 415 in Klamath County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

Form cc-11 (1954)

3-7-66

Project ~~S-476(2)~~ S-SU-476(2)

RESOLUTION #1502

WHEREAS, State Highway No. 50 of the State of Oregon, known as the Klamath Falls-Malin (FAS 415) Highway, is routed through the City of Klamath Falls, Klamath County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

Alameda Avenue from the east city limits of Klamath Falls westerly 0.53 mile to the intersection of Main Street and Alameda Avenue.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said highway,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said highway until and unless the said City of Klamath Falls will guarantee by resolution officially adopted by the City Council of said city that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said city which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said city; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Klamath Falls, Klamath County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 50 of the State of Oregon, known as the Klamath Falls-Malin (FAS 415) Highway, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said city, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Klamath Falls, Klamath County, Oregon, this 7th day of March, 1966.

ATTEST: Lucie Fuller
City Recorder

Robert E. Leard
Mayor

NOTED
DON HARWELL

STATE OF OREGON
COUNTY OF KLAMATH, SS.
CITY OF KLAMATH FALLS.

I, Rosie Keller, Recorder for the City of Klamath Falls, Oregon, do hereby certify that the above and foregoing is a true and correct copy of a Resolution duly adopted by the Common Council of the City of Klamath Falls at a regular meeting held on the 7th day of March, 1966, and thereafter approved and signed by the Mayor and attested by the Recorder.

Rosie Keller
Recorder

Washburn Way - Shasta Way Section

Grading and Paving

Estimate

No	Item	Quantity		Unit Price	Amount
1	Clearing and Grubbing	All Spec			
2	General Excavation, Unclassified	25,400	Cu Yds	1.50	[illegible]
3	Trench Excavation	20	cu Yds	[illegible]	30
4	Watering	600	M-Gals	3.00	1800
5	Preparation of Old Roadbed	All	Spec		[illegible]
6	3/4"-0 Material in Base	21,700	Tons	3.00	65,100
7	Hauling and Placing Stone Base 3600	~~4,320~~	cu Yds	1.60	~~6,912~~ 5760
8	3/4"-0 Material in Prime Coat	550	cu Yds	6.00	3300
9	RC-250 Asphalt in Prime Coat	85	Tons	60.00	5100
10	Class "B" Asphalt Concrete	15,000	Tons	8.00	120,000
11	12-inch Culvert Pipe	10	Lin Ft	5.00	50
12	18-inch Culvert Pipe	90	Lin Ft	6.00	540
13	Concrete Inlets, Type D	1	Only	150.00	150
14	Guide Posts, W-2way	90	Only	8.50	765
15	" " , Y-1	50	Only	8.00	400
16	5' Chain Link Fence	1080	Lin Ft	2.50	2700
17	5' x 16' chain Link Gates	1	Only	200.00	200
				Total	~~258,845~~ 299,565

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
R. H. PRANGE

Add Add. Items

Flagging	2500.00
Staking	1500.00
Total	253,565
12½% E & C	31 695 63
Total	285,260 63

2-21-46 Barber signed plans copy today
This is a 20 project on the change
estimate.
5.

NOTED
DON HARWELL

NOTED
V. R. JONES

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER

COURTHOUSE
KLAMATH FALLS, OREGON

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

January 21, 1966

Mr. H. S. Cox
City and County Division
Oregon State Highway Department
Salem, Oregon

NOTED
DON HARWELL

Re: East Side By-Pass
Shasta Way-Washburn
Way Section

Dear Cy:

Because of maintenance demands on the County Road Department, I would like to have the 3/4" leveling course on the East Side By-Pass included in the forthcoming F.A.S. contract for paving this section. As you will recall, originally the County planned to grade and base the section which was to include the leveling course. Because of recent developments I would request that the leveling course be done by contract which could be included with the paving. I have talked to Reid Merritt who has no objections to this. The base on this section should be completed by late February.

If you concur with this, I would appreciate a letter to that NOTE effect.

Very truly yours,

Winston W. Kurth

Winston W. Kurth
County Engineer

WWK:ml

NOTED
V R. JONES

Copy to Murdock
" Frank Hall
" Virgil O'Neil

1-24-66

RECEIVED
JAN 24 1966
ENGINEER
COUNTY & CITY DIVISION

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF

COUNTY ENGINEER

COURTHOUSE

KLAMATH FALLS, OREGON

April 14, 1965

Mr. Verne Jones
County-City Division
Oregon State Highway Department
Salem, Oregon

Re: Klamath Falls-Malin Highway
Shasta Way to Washburn Way section

Dear Verne:

I have been contacted by the Resident State Highway Engineer, Reid Meritt, who has stated that your department is anticipating letting a paving contract on the East Side By-Pass from Shasta Way to Washburn Way during this paving year.

I wish to advise you that on the basis of the December flooding and the additional work load that this has placed on Klamath County, that using our own forces we will not have this section of the By-Pass graded and gravel surfaced until the latter part of November, 1965. I therefore feel that the award of the paving contract should be delayed until possibly the early part of 1966.

Very truly yours,

Winston W. Kurth

Winston W. Kurth
County Engineer

NOTED
R. H. PRANCE

WWK:ml

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APR 15 1965
ENGINEER
COUNTY & CITY DIVISION

C.C. F.D. Morgan
Virgil O'Neil
Frank Hall

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN (FAS 415)

Page 1 of 2 Pages

NOTED
H. S. C...

Revised

Section WASHBURN WAY - SHASTA WAY Highway KLAMATH FALLS - MALIN County KLAMATH Prefix 18-1/5E

Des. Engr. W. R. Merritt Approx. Length 1.0± Miles. Sta. 140+ to Sta. 194+ Date 4-5-65

Truck A.D.T. 370 Traffic Coefficient 9.4 18 kip e.a. per day 259.3.

Annual Precipitation 13"± Frost Penetration 18"-24".

(1)

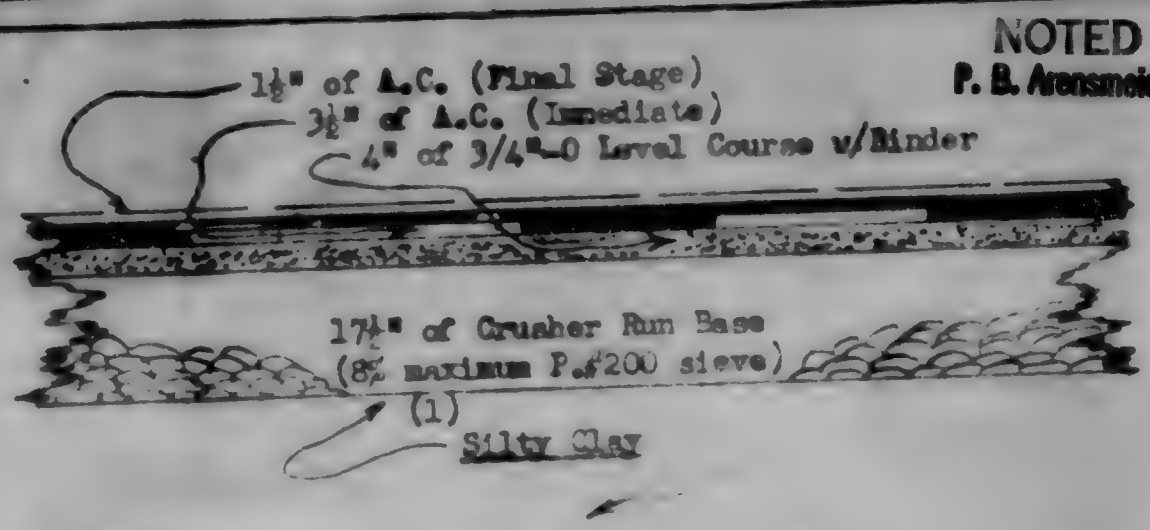
	Typical Soil
47	LL
20	PI
95	%P 10
78	%P200
5	%Gravel
5	%C Sand
12	%F Sand
33	%Silt
45	%Clay
12	"R" Value (Corrected)

AASHO CLASSIFICATION:

A-7-6 (13)

MATERIAL SOURCES:

To be determined by the Engineer.



NOTED
P. B. Arensmeier

CBR Total Req.	Credit	Actual Thick	
	3	1½	A.C. (Final)
	7	3½	A.C. (Imed)
	4	4	Level ...
	15½	17½	Crusher Run Base
29½	29½	26½	

NOTED
HARWELL

Note:
Revision submitted at the request of Klamath County, and substitutes Crusher Run Base (3"-0) for Crushed Base, with the Level Course increased from 2" to 4".

NOTED
R H. PRANGE

RECEIVED
APR - 8 1965
COUNTY & CITY DIVISION ENGINEER

cc:
B.P.R.-
Asst. State Highway Engineer-
Construction Engineer-
Engineer of Materials-
Division Engineer-
Resident Engineer-
Office Engineer-
Design Engineer-
Division Geologist-
Chief Locating Engineer-
Rural Engineer-
County-City (2)

NOTED
W. R. JONES

Submitted by E. J. Long
Staff Assistant

Recommended by John C. Jenkins
Ass't Engineer of Materials

Recommended by F. D. Keen
Construction Engineer

Approved by H. H. Cleber
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE SHEET

Revised

Section HAMBURG WAY - SHASTA WAY Highway "OTHER ROADS" County _____ Proflx _____

Rec. Engr. _____ Approx. Length _____ Miles. Sta._____to Sta._____ Date _____

Truck A.D.T. Non Rural Traffic Coefficient _____ 18 kip e.s. per day _____.

Annual Precipitation _____ Frost Penetration _____.

(1) Original Soil		Truck ADT	Wear. Surf.	Level	Crusher Run Base	CBR Total Req.	Credits	Actual Thick.	
	LL								
	PI					27"		25½"	
See	%P 10	90 - 240	3½"	4"	18"	24"		23	"
Page	%P200	30 - 90	3 "	4"	16"	21"		19½	"
1	%Gravel	8 - 30	3 "	4"	12½"	17½"		16½	"
	%C Sand	1 - 8	2 "	4"	10½"	13"		12½	"
	%F Sand	Cars Only	2 "	4"	6½"				
	%Silt								
	%Clay								
	Type Value (Corrected)								

Should an oil mat or gravel wearing surface be used in lieu of A.C., the following table should be used:

1" of A.C. = 2" Crushed Base
1" Oil = 1" Crushed Base
1.3" Crusher Run Base = 1" Crushed Base

AASHO CLASSIFICATION:

MATERIAL SOURCES:

SECTION: WASHBURN WAY-SHASTA WAY

HIGHWAY: KLAMATH FALLS-MALIN (FAS 415)

COUNTY: KLAMATH

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 4800 (Total)

B. Future ADT 10,000 (Total)

C. Mean ADT 7400 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 10 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 5% x (C) 7400 = 370

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 370 x (H) 100 % = 370

TRAFFIC COEFFICIENT = $K (I)^{0.119}$ 9

where K = 4.664

= 9.4

SECTION: WASHBURN WAY-SHASTA WAY

HIGHWAY: KLAMATH FALLS-MALIN (FAS 415)

COUNTY: KLAMATH

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. and P.C.C.
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No special problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Klamath County prefers an A.C. wearing surface
13. Traffic Safety: No unusual problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Not a problem

CONCLUSION AND REMARKS:

No cost comparison made as this is a short section. (Approximately 1 mile in length).

At the present time there are no known local sources that contain both quality and quantity of material necessary for PCC construction.

65-5(9)

February 23, 1965

NOTED
H. S. COX

TO: Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon

NOTED
R. H. PRANGE

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310).

(Retain second copy for your files)

Highway FAS 415

Section Washburn Way-Shasta Way Section

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

3/3/65
(date)

By Don Kemper

By Frank L. Young
Commissioner

By Bill Fanny
Commissioner

RECEIVED

Copy to Young

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NOV 6 1964
ENGINEER
COUNTY & CITY DIVISION

11-5-64

Prefix No. 18-1458

ADDENDUM "A" TO LOCATION PROSPECTUS
WASHBURN WAY-SHASTA WAY SECTION
KLAMATH FALLS-MALIN HIGHWAY
KLAMATH COUNTY

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. M. ALL

The following addendum is submitted to revise and correct the original prospectus.

PARAGRAPH 1 THROUGH 3: Correct as per original prospectus.

PARAGRAPH 4: Insert after the second sentence the following: "Klamath County will perform the grading operation assisted by State Highway crews in the construction staking. The State will certify the subgrade and prepare the location material for the letting of a paving contract by the State." Remainder of the paragraph is correct as per original prospectus.

NOTED
P. B. Arensmeier

PARAGRAPH 5 THROUGH 11: Correct as per original prospectus.

ATTACHMENT: Correct as per original prospectus.

NOTED
R. H. PRANGE

November 5, 1964
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
Dean Swift (3)
Mark Astrup
Richard N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

NOTED
V. E.

5-21-64

Klamath

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MAY 22 1964
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COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

Prefix No. 18-1458

LOCATION PROSPECTUS
WASHBURN WAY-SHASTA WAY SECTION
EASTSIDE BYPASS
KLAMATH FALLS-MALIN HIGHWAY
KLAMATH COUNTY

NOTED
H. PRANGE

NOTED
R. M. ALLISON

NOTED
DO[illegible]L

NOTED
V. R. JONES

HIGHWAY: Klamath Falls-Malin, State Primary No. 50, Federal-aid Secondary No. 415.

TERMINI: The northerly end is at Station 140+00, approximate M.P. x 3.92, which point is the intersection of Washburn Way and the east city limits of Klamath Falls with the Klamath Falls-Malin Highway. The southerly end is at Station 194+00, approximate M.P. x 2.88, which point is the northerly end of FAS-C paving project, Contract No. 5981.

LENGTH: 1.04 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on new alignment. This is a county project initiated by special agreement with Klamath County and the whole project is outside the city limits of Klamath Falls. Routine soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

CHARACTERISTICS: Existing ADT 4,600; projected ADT 9,800.

STANDARDS: Class "A(4)", maximum grade of 5 per cent, maximum curvature of 8 degrees.

TYPICAL SECTION: Two 24-foot travel ways with variable 4- to 10-foot shoulders and variable 4- to 16-foot median. In areas of channelization, a 16-foot median with 4-foot shoulders will be used.

BRIDGE: None.

ACCESS: This will be an expressway type facility with direct access to the pavement limited as to location, width and unrestricted as to land use.

BASE DESIGN: The tentative base design for construction is:

Paving	1-1/2"	A.C. Final
	3-1/2"	A.C. Immediate
Top Course Base	2 "	Leveling
Bottom Course Base	17 "	Coarse Crushed Base
Total Depth	24 "	

MATERIAL: Prospective material sources have not been determined, as construction of this section is to be done by Klamath County.

ADDITIONAL FACILITIES: No railroads.

AGREEMENTS: Required with Klamath County.

PARKS: None affected.

May 21, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
Dean Swift (3)
Mark Astrup
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
A. W. Parsons (3)
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

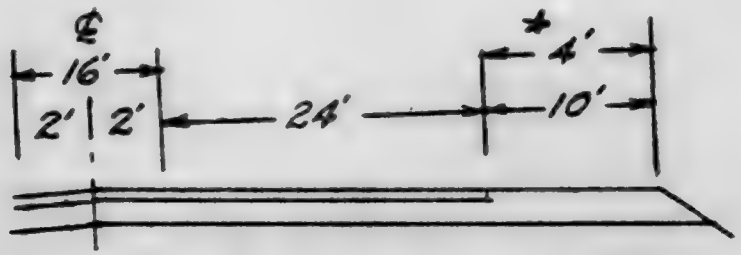
BEGIN PROJECT

END PROJECT

FAS 415

FAS 410

SHASTA WAY



TYPICAL HALF SECTION

* 4' SHLDRS USED WITH 16' MEDIAN.

PROSPECTUS MAP

WASHBURN WAY - SHASTA WAY

KLAMATH FALLS - MALIN HIGHWAY

KLAMATH COUNTY

Scale 1" = 0.3 Mile 1964

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section WASHBURN WAY-SHASTA WAY Highway KLAMATH FALLS-MALIN (KAS 615) County KLAMATH Prefix 1R-1458

Res. Engr. W. R. Merritt Approx. Length 1.0± Miles. Sta. 180+00± to Sta. 194+00± Date 10-21-64

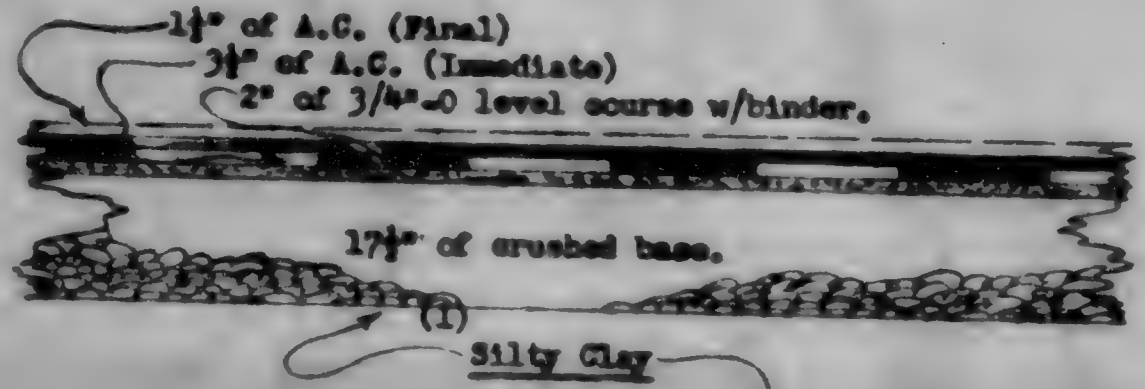
Truck A.D.T. 370 Traffic Coefficient 9.4 18 kip s.a. per day 259.3.

Annual Precipitation 13"± Frost Penetration 18"-24".

(1)
Typical Soil
47 LL
20 PI
95 %P 10
78 %P200
5 %Gravel
5 %C Sand
12 %F Sand
33 %Silt
45 %Clay
12 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-7-6 (13)

MATERIAL SOURCES:
To be determined by the Engineer.



	CBR Total Req.	Credit	Actual Thick.	
		3	1½	AC (Final)
		7	3½	AC (Immed)
		2	2	Level Cr Base
		17½	17½	
	29½	29½	24½	

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NOV 4 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

NOTED
R.M. ALLISON

NOTED
R.H. PRANGE

NOTED
P.B. Ammerman

[redacted]

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by J. W. Garbrough
Staff Assistant

Recommended by H. N. Harris
Engineer of Materials

Recommended by L. L. Peters
Construction Engineer

Approved by Lloyd D. Stone
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

CYRUS ROADS

Section WASHBURN WAY-SHASTA WAY Highway _____ County _____ Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta._____to Sta._____ Date _____

Truck A.D.T. SEE BELOW Traffic Coefficient _____ 18 kip e.s. per day _____.

Annual Precipitation SEE PAGE 1 Frost Penetration SEE PAGE 1.

(1) Typical Soil		Truck A.D.T.	Wear Surf	Level	Base	CBR Total Req.	Credit	Actual Thick.	
	LL								
	PI	90 - 200	3½" AC	2"	18"	27		23½	
SEE	SP 10	30 - 90	3" AC	2"	16"	24		21	
PAGE	SP200	8 - 30	2" AC	2"	15"	21		19	
1	%Gravel	1 - 8	1½" AC	2"	12½"	17½		16	
	%C Sand	Care Only	1" AC	2"	8	13		11½	
	%F Sand	Should an oil mat or gravel surface be used in lieu of the wearing surface indicated above, the total thickness should be equal to the depth shown in the Crushed Base Equivalent Column.							
	%Silt								
	%Clay								
	"R" Value (Corrected)								

SECTION: WASHBURN WAY-SHASTA WAY

HIGHWAY: KLAMATH FALLS-MALIN (FAS 415)

COUNTY: KLAMATH

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 4800 (Total)

B. Future ADT 10,000 (Total)

C. Mean ADT 7400 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 10 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 5% x (C) 7400 = 370

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 370 x (H) 100 % = 370

TRAFFIC COEFFICIENT = $K (I)^{0.119}$ 9

where K = 4.664

= 9.4

SECTION: WASHBURN WAY-SHASTA WAY

HIGHWAY: KLAMATH FALLS-MALIN (FAS 415)

COUNTY: KLAMATH

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. and P.C.C.
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No special problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Klamath County prefers an A.C. wearing surface
13. Traffic Safety: No unusual problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Not a problem

CONCLUSION AND REMARKS:

No cost comparison made as this is a short section. (Approximately 1 mile in length).

At the present time there are no known local sources that contain both quality and quantity of material necessary for PCC construction.

Copy to Hill 10-19-64

10-7-64

RECEIVED
OCT 13 1964
ENGINEER
COUNTY & CITY DIVISION

COUNTY ROAD FAS PROJECT DATA

1. Name of County Klamath FAS No. #415
2. County Road Name (Klamath Falls-Malin State Hwy #50)
3. Section Name Washburn Way - Shasta way Length 1.43 mi.
4. Type of Project Plant-Mix Paving
5. Survey to be done by: State X County
   (NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes X No
   Will it be furnished? Yes X No
7. Wearing Surface: Type Plant-Mix Width 72' Shoulders A.C. (Full Depth)
8. Grading & Drainage:
   By County X County Date of Completion 4/65 By Contract
9. Bottom Base Course:
   By County X County Date of Completion 5/65 By Contract
10. Leveling Course:
    By County X County Date of Completion 5/65 By Contract
11. Wearing Surface:
    By County County Date of Completion By Contract X
12. Clearing:
    By County X County Date of Completion 12/64 By Contract
13. Is there any merchantable timber on right-of-way? Yes No X
14. Will timber be reserved for owner? Yes --- No ---
15. Will timber become property of contractor? Yes -- No --

Remarks Light sagebrush and grass. Base will be one material.
Grading, drainage and base by county funds.

MATERIAL SOURCE -

16. Gravel Quarry X Cinders
17. Owner: County State Private U.S.B.L.M.
18. Location: Stukel Mtn. Section 5 Township 40S Range 10 E.W.M.

CAR 61-8

19. Materials furnished by County: Borrow X Select Topping X

Base Course X Level Course ____ Mineral Aggregates ____

20. Miscellaneous Items: NONE

Remarks: _____

_____

FINANCIAL- -

21. Estimated Cost: $_____

22. Available FAS Funds: $_____

23. Date Match Money is Available: July, 1965

24. Will there be any 100% County Money? Yes X No ____

25. Maximum Amount of 100% County Money Available: $130,000.00

26. Date County Requests Letting: July, 1965

Remarks F.A.S. portion will be paving only. Cost to be estimated by State Highway Department

_____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes X No ____

28. Will right-of-way be acquired by: Resolution ____ or Deed X

29. Should State prepare options? Yes ____ No X

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ____ No X

31. Should material source site be included in right-of-way descriptions? Yes ____ No X

32. Does project run inside city? Yes X No ____
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes X No ____
(NOTE: County must move all utilities located on present right-of-way.)

Remarks _____

ULR 61-8

RAILROADS- - - -

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: ----------

50. (c) Surveys (Coordination with outside surveys)

Explain: To be done by State Highway Department

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes x No ___

52. Does County wish sight posts installed? Yes x No ___

53. Does County wish guard rail installed? Yes ___ No x

54. Does County wish seeding and mulching incorporated into job?

Yes ___ No x

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Klamath County

October 7, 1964 Date

By R L Walker
Judge or Commission Chairman

By J. A. Reed
County Engineer

O.S.H.D. Field Engineer

Date

CCR 4-8

MEMO TO J. W. NASH

Date: Sept. 30, 1964

FAS 415, KLAMATH COUNTY WASHBURN WAY-SHASTA WAY SECTION

TERMINI: From Henderson Street in Klamath Falls southeast to Shasta Way.

PROPOSED WORK: Pave with asphaltic concrete 72' wide.

NOTED
DON HASWELL

PROJECT LENGTH: 1.43 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$150,000	$90,000	$30,000	$30,000	(County)

EXISTING FACILITIES: Roadway graded and based by Klamath County. As this section is on the route of the Klamath Falls-Malin State Primary Highway No. 50, the State made the survey and purchased most of the right-of-way. Maximum curvature 4°, maximum grade -1.86%.

ADJACENT SECTIONS:
[redacted]/EAST END: Constructed under S-476(1).

[redacted]/WEST END: Located line.

PROJECT DATA: County will grade and construct a base to approved state highway construction standards. The asphaltic concrete paving will in general be 72' in width and county road connections will be also paved. There will be four 12' lanes, variable 4' to 10' shoulders and median variable from 4' to 16'.

RIGHT OF WAY: Minimum 80'.
ACCESS CONTROL: Yes.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: See S-476(1).

VRJ:mm

9-28-64

PROPOSED PROJECT
KLAMATH COUNTY (1965 Funds)

FAS 415, Klamath Falls-Malin Highway: Washburn Way-Shasta Way Section, asphaltic concrete pavement, 1.43 miles, $150,000.

Under this project an asphaltic concrete pavement 72' in width will be constructed on a roadway graded and based by Klamath County. As this section is part of a state highway, the State has purchased the right-of-way and has made the survey.

Note > For 1964 corresp re Klamath Falls East Side Bypass (FAS 415)
See Hwy 50, Klamath County
Thruway Agree File, Eastside Bypass

Approved
10-9-64

64-g
9/28/64

S-403(3) Eggelson Corner-Strohm Rd. 1966
Sec., FAS Rt. 485 (Oil.)
#6793

CA 2991

FORM B-123X 50M 7-66

RECEIVED
JUL 21 1967
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Claim File No. 4308

FILED
JUL 13 1967
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUL 13 8 29 AM '67
CLAY MYERS
SECRETARY OF STATE

July 13, 1967

Mr. Cecil E. Hall
P. O. Box 656
Pendleton, Oregon 97801

6793

NOTED ON CARD
wlw

Dear Mr. Hall:

This is to acknowledge receipt of your claim letter of July 5 addressed to the Secretary of State which states that J. F. Konen Construction Co., Inc., owes you $3,333.57 for furnishing crushed rock.

Your letter states this is in connection with the J. F. Konen Construction Co. Contract No. 6793 for oiling on the Eggleson Corner-Strohm Road Section of FAS Route 485 in Wallowa County.

The General Insurance Company of America through Burlingames General Agency, Milton-Freewater, Oregon, furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please inform us when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc General Insurance Company of America
Burlingames General Agency
J. F. Konen Construction Co., Inc.
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

RECEIVED
JUL 18 1967
OREGON
STATE HIGHWAY COMMISSION

CECIL E HALL
P. O. BOX 656
PENDLETON, OREGON 97801

July 5, 1967

Secretary
State of Oregon
Salem, Oregon

Re: Contract # 6793
State Highway Dept.

Dear Sir:

Notice is hereby given that the undersigned Cecil E Hall has a claim against the Bond taken from J. F. Konen Construction Co. Inc. for furnishing crushed rock, bunker delivery under a subcontract dated June 21, 1966 between said Cecil E. Hall and J. F. Konen Construction Co, Inc. Lewiston Idaho.

J. F. Konen Construction Co. Inc. being the Prime Contractor on Contract # 6793. Surfacing Eggleson Corner - Strohm Road.

Amount of claim is $ 3,333.57 for balance due Cecil E Hall for above work performed.

Yours truly,

Cecil E Hall

cc: Floyd Query
State Highway Dept.

State Auditor

Cec

NOTED
FLOYD QUERY

RECEIVED
JUL 14 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

signed letter
rec - from Sec of State
7-14-1967

RECEIVED
JAN 16 1967
FOR FILING

S-403(3)

6793

January 16, 1967

General Insurance Company of America
Portland Service Office
209 S.W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6793 with J.F. Kenen Construction Company, Inc., for oiling Eggleson Corner-Strohm Road Section of FAS 485 in Wallowa County was completed on September 22, 1966, and accepted by the Highway Commission on January 13, 1967.

Final payment in the amount of $3,493.54 will be released to the contractor after January 23, 1967. The total contract amount is $67,360.35 including $648.15 for work performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc J.F. Kenen Construction Co., Inc.
P.O. Box 668
Lewiston, Idaho 83501

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JAN 16 1967
FOR FILING

S-403 (3)

6793

January 16, 1967

General Insurance Co. of America
Portland Service Office
209 S.W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $18.11 will be made to J.F. Kemen Construction Co., Inc., on Contract No. 6793 for oiling Eggleson Corner-Strohm Road Section on FAS 485 in Wallowa County, as soon as the warrant is prepared.

The total amount paid on this contract will be $67,378.46 including the post-final payment. Of the total $666.26 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc J.F. Kemen Constr. Co., Inc.
P.O. Box 668
Lewiston, Idaho 83501

C.H. Maison
Attn: John Herr

RECEIVED
JAN 13 1967

S-1103(3)
6793

January 13, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 22, 1966, on Contract No. 6793. The contract was with J. F. Kemmer Construction Co., Inc. and was for oiling on the Eggleson Corner-Strahm Road Section of FAS485 in Wallowa County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 13, 1967, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

FORM E-1232 SOM 7-66
RECEIVED
DEC 1 - 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILED
NOV 25 1966
TOM McCALL
SECRETARY OF STATE

Claim File No. 1254

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 25 10 17 AM '66
TOM McCALL
SECRETARY OF STATE

November 23, 1966

Crusher Service Company
P. O. Box 331
Parkwater Station
Spokane, Washington 99211

Gentlemen:

This will acknowledge receipt of your letter of November 14 addressed to J. F. Kemen Construction Company stating that Cecil Hall (subcontractor) owes you for labor and materials in the amount of $834.05.

From the description given it appears that the contract to which you refer is our Contract No. 6793 awarded to J. F. Kemen Construction Company, Inc., for oiling on the Eggleson Corner-Strain Road Section of Fed Route 485 in Wallowa County.

The surety on this project is the General Insurance Company of America through Burlingames General Agency, Milton-Freewater, Oregon. We will advise them of the receipt of your letter and we will also forward it to the Secretary of State for filing. This filing will protect your claim under the bond. The State does not make payment of claims but looks to the prime contractor and surety for such payment.

Please let us know when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
WRW

RECEIVED
NOV 28 1966
STATE HIGHWAY DEPT.

cc: General Insurance Company of America
Burlingames General Agency
J. F. Kemen Construction Company, Inc.
2 Commissioners
Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of your letter.

PORTLAND • SEATTLE • SPOKANE • ALBUQUERQUE • BOISE • SALT LAKE CITY • DENVER • PHOENIX • LOS ANGELES • OAKLAND

DISTRIBUTORS OF WESCOLOY ELECTRODES

CRUSHER SERVICE COMPANY

E. 5311 RAILROAD AVENUE • SPOKANE, WASHINGTON 99211
Mailing Address: P. O. Box 331, Parkwater Station, Spokane, Washington 99211

Telephone: Area Code 509 KE 5-2531

Nov. 14, 1966

J.F.Konen Const. Co.
P.O.Box 668,
Lewiston, Idaho

Gentlemen,

RE your contract #6793 - Eggleson Corner - Strohm Rd project of the State of Oregon.

Please find attached invoice #3586 to Cecil Hall at Box 567, Rieth, Oregon in the amount of $834.05.

We have not recieved payment from him as yet. In as much as this was done under your contract, with the State of Oregon, at Joseph, Oregon on September 23 - 24 - and 25, 1966 we are sending this invoice to your attention with a copy being sent to Cecil Hall and the State of Oregon Highway Dept.

May we hear from you concerning this matter. Thank you.

Sinceraly Yours,

Donald R. Warren, Mgr.
Crusher Service Co.
E.5311 Railroad Ave.,
Spokane, Washington, 99211

s

NOTED
FLOYD QUERY

RECEIVED
NOV 15 1966
STATE HIGH...

PORTLAND • SEATTLE • SPOKANE • ALBUQUERQUE • BOISE • SALT LAKE CITY • DENVER • PHOENIX • LOS ANGELES • OAKLAND

DISTRIBUTORS OF WESCOLOY ELECTRODES

CRUSHER SERVICE COMPANY

E. 5311 RAILROAD AVE. PHONE KE 5-2531

SPOKANE 6, WASHINGTON

3506

SOLD TO Cecil Hall
Box 567
RIETH, Oregon 97871

SHIPPED TO Buildup and Hardface 40" Rolls
at Joseph, Oregon 9-23+24+25-1966

DATE	
9-28-66	
CUSTOMER'S ORDER	
Bill Graves	
SALESMAN	
TERMS	
2% 10 days - 30 Net	
F.O.B.	
SHIPPED VIA	

55	lbs 5/16" Alloy #413 Ni-mang buildup Elect.		95	52.25
30	lbs flat " " " " filler bar		90	27.00
102	lbs 5/16" Wescoloy hardfacing Elect.	1	90	193.80
55	lbs flat " " filler bar	1	80	99.00
5½	Hrs Labor 2 man + 2 man Eq time	18	00	99.00
16½	Hrs " " " overtime (Sat+Sun)	22	00	363.00
				834.05

Interstate No Tax

16 68

10-10-66

INVOICE

1% charged on all accounts over 30 days

RECEIVED
OCT 3 1966
ACCOUNTING DEPT.

RECEIVED
NOV 7 - 1966
FOR FILING

C-4(3)(-)
6772

October 7, 1966

#8

J. F. Kenan Construction Co., Inc.
P. O. Box 668
Lewiston, Idaho 83501

Gentlemen:

The State Highway Commission at its meeting on October 6 considered your request for an extension of time on Contract No. 6793 on the Eggleson Corner-Strehm Road Section of FAS 485 in Wallowa County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension of 24 additional calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc A. F. Parson
J. C. Hiatt
L. H. Young
F. D. Morgan
C. H. Maiden
Bureau of Public Roads

nal Report) No. 12

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Eggleson Corner-Strohm Rd.		WEEK ENDING: September 30, 1966
		SECTION PREFIX: 532-1037
HIGHWAY: F.A.S. Route 485		COUNTY: Wallowa
NAME OF JOB: Eggleson Corner - Strohm Road	KIND OF WORK: Oiling	
CONTRACTOR: J. F. Konen Construction Co. Inc.	CONTRACT NUMBER: 6793	FEDERAL AID PROJECT NUMBER: S-403(3)
DATE OF CONTRACT: March 24, 1966	DATE WORK STARTED: July 14, 1966	COMPLETION DATE: September 22, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 165
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 138
PROJECT AUTHORIZATION: $ 78,842.58		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 73,236.00	ENGINEERING AUTHORIZATION: $ 5,606.58	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 71,640.80	ENGINEERING COST TO DATE: $ 6,117.40	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: UNDERRUN 2 %	PERCENT OF AUTHORIZATION: 109 %	DATE PROJECT WAS COMPLETED: September 22, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100	100		
			Prep.Rd.Bed	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			5.22	5.22		5.22	
MILES PARTIALLY COMPLETED							
MILES COMPLETED			5.22	5.22		5.22	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				9,040		4,010	
TOTAL QUANTITIES CORRECTED TO DATE				8,115.5		3,878.3	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				8,115.5		3,878.3	
AVERAGE DAILY QUANTITIES				0		0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY				0		1 (Maintaining)	
HOURS PER SHIFT						8	

EQUIPMENT USED DURING THE WEEK: 1-3 wheel Roller
1-Tractor with Power & Drag Broom.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Showers - Cool			
MONDAY 26	Rain, Clearing Broken Overcast			
TUESDAY 27	Fair - Warm			
WEDNESDAY 28	Fair - Warm			
THURSDAY 29	Fair - Warm			
FRIDAY 30	Fair - Warm			
SATURDAY 24	Partly Cldy.Warm			

ROUTING: Morgan, Becker, Bond, Barbee, Walker, Smith, Smith, King, Scott, White, Litchfield, Olson, BLANKFORD

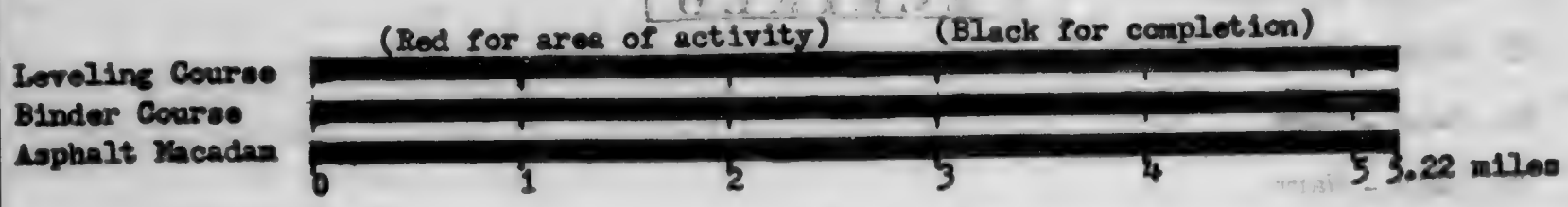
RECEIVED
OCT 3 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
25 SUNDAY	Contractors brooming with drag broom behind wheeled Tractor and rolling with steel three wheel Roller over entire area of Project.
26 MONDAY	Contractor broomed the final Seal. Contractor was instructed that no further rolling will be required, but brooming from center line toward shoulders should be continued through Thursday.
27 TUESDAY	Tractor maintaining final Seal with Drag Broom.
28 WEDNESDAY	Tractor with drag broom working excess ¼" - #10 off the finished oil mat. County Roadmaster and Resident Engineer drove over the entire project and then instructed Konen's broom operator to power broom the outer edges of the mat, one trip each direction to complete the contract. This will be done tomarrow.
29 THURSDAY	Power broom made one round trip over the job to complete the 7 day maintenance period. Contractor was released.
30 FRIDAY	
24 SATURDAY	Contractor brooming and rolling final Seal.

REMARKS

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
OCT 7 1966
AM PM
7,8,9,10,11,12,1,2,3,4,5,6
RECEIVED

(Red for area of activity) (Black for completion)



SIGNED J.C. Hiatt By L.E. Eastmes LOCATION LaGrande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

RECEIVED
SEP 14 1966
FOREMAN

E-403(2)
6793

September 13, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 8
October 6, 1966 meeting

Gentlemen:

We have received a request for an extension of contract time from J. F. Kozen Construction Co., Inc., contractor on the Eggleston Corner-Skrdla Road Section of WA5485 in Wallowa County, Contract No. 6793. The request is for 40 additional calendar days due to delay in completion of grading and subbase work by County forces. This contract includes leveling courses and oiling on a grade constructed by Wallowa County.

Completion of the County work was delayed 24 days past the estimated time set forth in this contract and an extension of time in this amount is recommended. This will increase the time allowed to 144 calendar days. This is a Federal-aid Secondary project.

This matter will be presented for your consideration at the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

JAB:bjm bg

FORM E-20 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1966

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Extension of Time
Eggleson Corner-Strohm Road Section
Contract No. 6793

Attached is a request for a 40 calendar day increase in contract time from J. F. Konen Construction Co., Inc., contractor on subject section of Wallowa County Road under an FASC project. The request is based on alleged delay in completion of grading and subbase work by Wallowa County forces.

The contract special provisions alert the contractor to this prior work to be performed by others and state "It is anticipated but not guaranteed that said work will be completed by May 1, 1966." Beginning date of the calendar day count on our contract was April 11, 1966. The County completed their work on May 24, 1966, or 24 days later than was estimated. However, the contractor did not start setting up his crusher until July 11 and first started preparing the subbase on July 14. The current estimated completion date is September 15, 1966. Additional delay has occurred because the contractor had to move to a second source to produce satisfactory oiling aggregate.

In view of the contractor's late start we cannot recommend all the time he requests. We recommend 24 calendar days only for the delay in completion of grade. This will delete $1,800 in liquidated damages, but will leave an estimated 14 days amounting to $1,050 penalty.

A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm
Attachments

cc: L. H. Young

RECEIVED
SEP 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 22, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 120 days to 160 days, within which to complete our Contract No. 6793, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: April 11, 1966 to May 24, 1966 - County work crews building sub-grade. It was impossible for us to begin work until sub-grade was completed by others. Sub-grade completed on May 24, 1966.
County Engineer requested that we schedule our work so that no oiling would be done before July 1st. Please refer to attached letter from Wallowa County Engineer.

Respectfully submitted,

J.F. Konen Construction Co., Inc.
Contractor

By Donald J. Konen

CONSENT OF SURETY

Date August 8, 1966

We, General Insurance Company of America a corporation licensed under the laws of the State of Washington with principle placeof business Seattle, Washington surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

William R. Totten
Attorney-in-fact
Burlingame General Agency

(SEAL)

Robert Burlingame
Resident Agent
Milton-Freewater, Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6793 Contractor J. F. Konen Construction Co., Inc.

Highway FAS Route 485

Section Eggleson Corner - Strohm Road

Kind of Work Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

24 days for delay in completion of grading by County are recommended.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6793
Project designation	S-403(3) State-Federal
Date awarded	March 24, 1966
Work started	July 14, 1966
Per cent completed	52 Date
No. of Workdays Allowed	Calendar 120
No. of Workdays Used	136
No. of Added Workdays Requested	40

WALLOWA COUNTY ROAD DEPARTMENT

ENTERPRISE, OREGON

VERNE H. RUSSELL
ROAD FOREMAN

August 17, 1966

Re: FAS 485
Eggleson Corner-
Strohm Road Section

J. F. Konen and Sons
Lewiston, Idaho

Attn: Mr. Don Konen

Dear Mr. Konen:

I would like to advise that Wallowa County completed the base grade construction of the above named section of FAS 485 on May 24, 1966. Due to our participation on this project, it was our understanding that the job would be made available to you on or about May 1, however, no exact date was stated and we required more time than was originally anticipated.

Due to cold and inclement weather during the first six months of this year, I feel that it would have been unwise to have started oiling operations prior to July 1.

Sincerely yours,

Verne H. Russell
Road Foreman

cc: Wallowa County Court

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 9-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-137		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4 #6792	4-18-66	Wallowa
		PROJECT NO. S-403(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Eggleson Corner-Strohm Road Section, FAS 485.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-15-66	5.216
OTHER (Specify)		

FUNDS

Fed Int# 6351

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 77,090	$ 48,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M. K. Laloux

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1966

Oregon State Highway Department

Federal Aid
Project No. S-403(3)

EGGLESON CORNER-STROHM ROAD SECTION

OF FAS 485 IN WALLOWA COUNTY

Project Agreement Estimate

Salem, Oregon, April 6, 1966

Type Code 5231
Roadway (Sta. 0+00 to Sta. 275+38.22)(Contract 6793)

Watering	230 M-gals.	$ 2.75	$ 632.50
Preparation of Old Roadbed	5.22 miles	350.00	1,827.00
3/4" - 0 Material in Stone Leveling Course	9,040 cu.yd.	2.45	22,148.00
3/4" - 0 Aggregate in Prime Coat	530 cu.yd.	4.50	2,385.00
MC-250 Asphalt in Prime Coat	82 ton	63.00	5,166.00
Aggregates in Asphalt Macadam	3,480 cu.yd.	5.00	17,400.00
120-150 Asphalt in Asphalt Macadam	260 ton	57.75	15,015.00
RS-1 Asphalt in Asphalt Macadam	72 ton	65.40	4,708.80
Extra for Asphalt Macadam Approaches	8 only	75.00	600.00
			$69,882.30
Flagging (57½% of Contractor's Cost)	All Required		200.00
	Subtotal		$70,082.30
	10% Engr. & Cont.		7,007.70
	Total		$77,090.00

Length of Project - - - - - - - - 5.216 Miles
Cost of Roadway Per Mile- - - - $14,779.52

Federal Funds -	$48,900.00
State Funds -	14,095.00
County Funds -	14,095.00
	$77,090.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
MAY 18 1966
FOR FILING

S-403 (3)

6793

March 24, 1966

J. F. Kemen Construction Co., Inc.
P. O. Box 668
Lewiston, Idaho

Gentlemen:

The State Highway Commission on March 23, 1966, accepted your proposal for oiling on the Eggleson Corner-Strahm Road Section of FAS Route 485 in Wallowa County for the sum of $69,882.30 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6793.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ge

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

RECEIVED
MAR 23 1966

S-403 (3)

6793

March 22, 1966

Wallowa County Court
Courthouse
Enterprise, Oregon

MISC. CONTRACTS and AGREEMENTS No. 2991

Gentlemen:

We are enclosing for your records a fully executed copy of an Agreement covering Eggelson Corner-Strohm Road section of the Crow Creek County Road (FAS 485) in Wallowa County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

NOV 20 1965

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

S-40(3)

6793

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

November 18, 1965

Routing

Morgan	Peace
Docker	Meralock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
NOV 19 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Listed below in conjunction with our comments is a list of highway projects transmitted to us from your office to comply with Modification No. 1 of our Memorandum of Understanding:

Addendum "A" to Location Prospectus, Saddle Mountain Junction - Elsie Road Section of Sunset Highway.

We anticipate no conflict with the fishery resource, thus the project is approved.

Alsea Mountain - Aide Creek Section, Alsea Highway.

Passage must be maintained at the crossing of Hide Creek but not on Dinner Creek.

Toledo - Pioneer Mountain Section, Corvallis-Newport Highway, Lincoln County.

Morrow County Line - Stanfield Junction, Santiam Old Oregon Trail Highway, Morrow County.

The plan submitted by Mr. Hall on November 1, 1965 depicting the 10 x 8 R.C.B.C. layed on a 0.30 grade in West Ollalie Creek meets with our approval. If the new roadway fill encroaches on the stream bed at any point, stream bed width must be maintained.

The Stanfield Junction project does not involve a stream, hence we anticipate no problems.

Cairo Junction Section, Central Oregon and Olds Ferry - Ontario Highways.

The prospectus indicates no stream involved in this section of roadway, hence the project is approved.

Delena - Rainier, Columbia River Highway.
Pendleton Section, Old Oregon Trail Highway.

Fish passage not required on Beaver Creek crossings.

Fish passage is required on the crossings involved in the Pendleton Highway, although we anticipate no difficulties provided the channel changes and crossings are constructed during low water periods.

Oak Grove Road - Elm Street Section, Medford - Provolt Highway.

There seem to be no streams involved on this project.

Addendum "A" to Location Prospectus, Eggelson Corner - Strohm Road Section, Crow Creek Road. FAS 485.
Fish passage must be maintained in Prairie Creek.

Your favorable consideration regarding the above listed comments will be appreciated. If you have any questions pertaining to the fishery resource, please do not hesitate to contact us.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

11-19-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (8)
T. C. Roake
J. E. Morelock
R. D. Asburry (8)
L. R Chandler (2)
A. F. Parson (6)

fp

RECEIVED
NOV 18 1965
PUBLIC HIGHWAYS

S-403(3)
6793

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

Routing
Rob
Merrick
Trout
Scott
Wirfs
Litchfield
Olson

November 16, 1965

RECEIVED
NOV 1 1965
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. P. D. Morgan

Dear Sir:

We have reviewed two prospectuses as follows, which were sent under your letters of November 8 and November 9, 1965:

"Addendum A, to Eggelson Corner - Strohm Road Section, FAS 485, Wallowa County."

"Oak Grove Road - Elm Street Section, Medford-Provolt Highway, Jackson County."

Neither of the above projects will have any effect on wildlife, so approval is hereby given.

We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:lr
Enclosures - 2

cc: Director, OFC

11-17-65 - Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
L. R. Chandler (2)
A. F. Parson (2)

fp

RECEIVED
NOV 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 16 1965
FOR FILING

S-403(2)

6793

11-9-65

Prefix No. 532-1464

ADDENDUM "A" TO LOCATION PROSPECTUS
EGGELSON CORNER-STROHM ROAD SECTION
CROW CREEK ROAD, FAS 485
WALLOWA COUNTY

The following addendum is submitted to revise and correct the location prospectus concerning the Eggelson Corner-Strohm Road Section of the Crow Creek Road, FAS 485 in Wallowa County.

PARAGRAPH 1 THROUGH 6: Correct as per original prospectus.

PARAGRAPH 7: Delete and replace with the following: "Two 11-foot travel lanes with 4-foot shoulders."

PARAGRAPH 8 THROUGH 14: Correct as per original prospectus.

ATTACHMENT: Destroy original attachment and replace with attachment from this addendum.

NOTED
R L PORTER

November 9, 1965
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Research Division
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
NOV 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ENTERPRISE AIR PARK

ENTERPRISE
Pop. 1,718

PRATT SCHOOL

FAS 485

BEGIN PROJECT

END PROJECT

6.5 M

LIBERTY GRANGE

JOSEPH MUNICIPAL AIRPORT

JOSEPH
Pop. 666

CHIEF JOSEPH MONUMENT

Prairie Creek

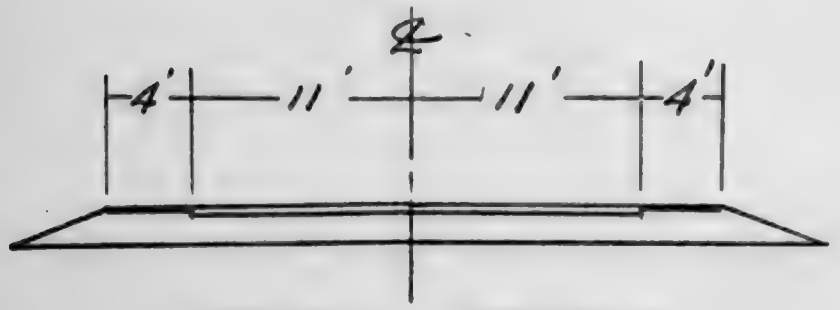
Wallowa River

Hurricane Creek

Sheep Creek

Rock Hollow Prairie

Wallowa Valley Canal



TYPICAL SECTION

PROSPECTUS MAP

EGGELSON CORNER - STROHM RD.

FAS 485

WALLOWA COUNTY.

1" = 1 Mile

1965

RECEIVED

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

S-403(3)
6772

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

June 17, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letters of June 3 and June 14, 1965, which enclosed prospectuses for the following projects:

Eggelson Corner-Strohm Road Section, Crow Creek Road, FAS 485, Wallowa County.

SP&S Railroad Overcrossing Section, FAS 924, Butler Market Road, Deschutes County.

Addendum "C" to Location Prospectus, Drain-Leona Section, Umpqua Highway, Douglas County.

None of the above projects will have an adverse effect on wildlife resources, so the plans are approved.

We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC
6/18/65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. R. Chandler (2)
J. F. Putnam (2)
A. F. Parson (2)

RECEIVED
JUN 18 1965
CONSTRUCTION DIVISION
NOTED CE ACE ACE COE

RECEIVED
JUN 1 1965
FOR FILING

S-4053
6193

COMMISSIONERS:
HERMAN P. NEILSEN, JR., CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

CONSTRUCTION DIVISION
RECEIVED
JUN 16 1965

STATE OF OREGON
FISH COMMISSION OF OREGON
507 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

June 15, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Reference is made to the following titled highway prospectuses transmitted to us by your letters dated June 3 and 8, 1964 respectively.

Eggelson Corner-Strohm Road Section, Crow Creek Road, FAS 485, Wallowa County

SP&S Railroad Overcrossing Section, FAS 924, Butler Market Road, Deschutes County

Middle Fork of the Rogue River Section, FAS 287, Butte Falls-Prospect, Jackson County

Fish passage must be maintained on Prairie Creek road crossings on FAS 485.

There are no streams involved on the FAS 924 project and the Butte Falls-Prospect proposal is above the proposed Lost Creek Dam site; hence, we anticipate no anadromous fishery conflicts regarding these projects.

The opportunity to comment on these proposals is appreciated.

Sincerely,

Edw. K. Neubauer
EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission,
Mr. R. Koski

NOTED
F. B. KLABOE
RECEIVED
JUN 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

6/16/65 - Copies to:

F. B. Klaboe	J.E. Morelock
L. H. Young	L. R. Chandler (2)
Frank Hall	J. F. Putnam (2)
T. C. Roake	A. F. Parson (2)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section EGGLESON CORNER - STROHM ROAD Highway F.A.S. 485 County WALLOWA Prefix 532-1&6T

Res. Engr. _____ Approx. Length 5.2 Miles. Sta. _____ to Sta. _____ Date 6-10-65

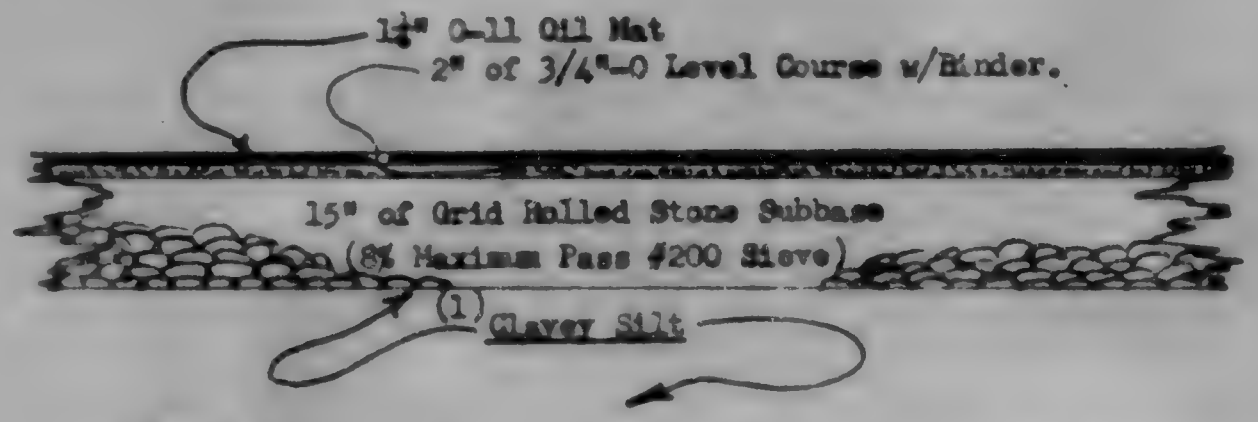
Truck A.D.T. 6 Traffic Coefficient 5.8 18 kip s.a. per day 4.2.

Annual Precipitation 13"± Frost Penetration 36"±.

(1)
Typical Soil
32 LL
11 PI
87 %P 10
57 %P200
13 %Gravel
10 %C Sand
20 %F Sand
30 %Silt
21 %Clay
10 "R" Value
(Soaked)

AASHO CLASSIFICATION:
A-6 (5)

MATERIAL SOURCES:
To be determined by the Engineer.



Note:
Surfacing Thickness is based on soil tests and traffic only.

"NO CREDIT" allowed for the "Existing Base". 8 test holes were drilled on this section, and 4 samples of the existing base and 4 samples of the subgrade tested. Test results indicate the base to be "Frost Susceptible", an excessive amount of fine material Passing #200 sieve. The average "R" Value of the existing base is 28 and the average depth 9½".

Values assigned components of the roadway structure:

1" Oil = 1" Crushed Base
1" Grid Rolled Stone Subbase = 1" Crushed Base

	CBE Total Req.	Credit	Actual Thick.
1" Oil		1	1
2" Level Course		2	2
15" Grid Rolled Stone Subbase		15	15
	18½	18½	18½

Submitted by E. J. Engr Staff Assistant

Recommended by John C. Lawless Asst. Engineer of Materials

Recommended by _____ Construction Engineer

Approved by F. B. Klaboe Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

NOTED
F. B. KLABOE

RECEIVED
JUN 1 1965
FILING

SECTION: EGGLESON CORNER - STROHM ROAD

HIGHWAY: F.A.S. 485

COUNTY: WALTHOMA

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 200 (Total)

B. Future ADT 300 (Total)

C. Mean ADT 250 (A+B)

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 ADT Basis (Logging)

G. Trucks (in one direction) F= 2.5 x (C) 250 = 6

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 6 x (H) 100 % = 6

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.649

= 5.8

SECTION: EGGLESON CORNER - STROHM ROAD

HIGHWAY: F.A.S. 485

COUNTY: WALLOWA

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to present OSHD Surfacing Standards
5. Cost Comparisons: None made

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Minor Consideration
10. Stimulation of Competition: See item 12
11. Construction Consideration: Minor Consideration
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Wallowa County requested an Oil Mat.
13. Traffic Safety: Not applicable - see item 12
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as Wallowa County requested an Oil Mat, also the project is in a remote part of the State with no P.C.C. Pavement in the immediate area.

RECEIVED
JUN 9 - 1965
FOR FILING

S-403(3)

6793

Prefix No. 532-1464

LOCATION PROSPECTUS
EGGELSON CORNER-STROHM ROAD SECTION
CROW CREEK ROAD, FAS 485
WALLOWA COUNTY

HIGHWAY: Crow Creek Road, Federal-aid Secondary No. 485.

TERMINI: Junction of Crow Creek Road with the Wallowa Lake Highway, said junction being approximately 3 miles southeast of the town of Enterprise, thence northerly and easterly along the present road alignment for a distance of 5.2 miles.

LENGTH: 5.2 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, surfacing and oiling. There will be minor changes in grade and curvature to improve alignment. Routine soils investigations will be conducted. A reconnaissance will not be necessary. An economic analysis is not needed. This is a FAS-C project to be constructed with 1966 funds.

CHARACTERISTICS: Present ADT 180, projected ADT 220.

STANDARDS: Class "E", maximum curvature 18 degrees, maximum grade 6 per cent. Deviations from State and AASHO standards are anticipated in the curvature.

TYPICAL SECTION: Two 12-foot travel lanes with 4-foot shoulders.

BRIDGES: If any encountered, work will be done by County forces.

ACCESS: County to determine.

BASE: Tentative design for construction is:

Wearing Surface	1-1/4"	0-11 Oil Mat
Top Course Base	2 "	Leveling
Bottom Course Base	14 "	Coarse Base
Total Depth	17-1/4"	

MATERIAL SOURCE: To be located and referenced to this project during the survey.

NOTED
TOM EDWARDS

ADDITIONAL FACILITIES: No railroads affected.

AGREEMENTS: Routine County negotiations for FAS-C project.

STATE PARKS: None affected.

June 3, 1965
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
JUN 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ENTERPRISE AIR PARK

ENTERPRISE
Pop. 1,718

PRATT SCHOOL

FAS 485

BEGIN PROJECT

END PROJECT

6.5 Mi.

Prairie Creek

Hurricane Creek

Spring Creek

Rock Creek

Hurricane Creek

Prairie Creek

LIBERTY GRANGE

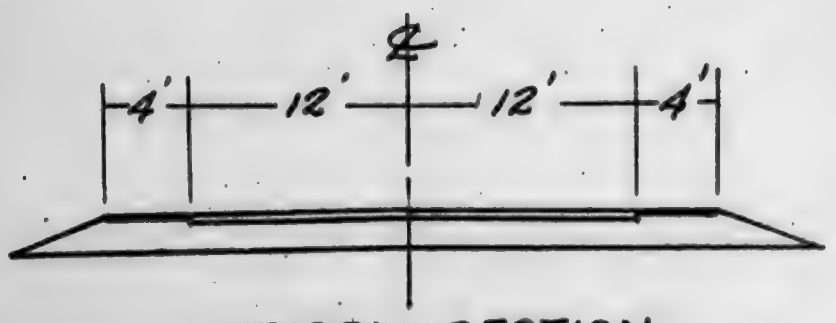
Wallowa River

Wallowa Valley Canal

JOSEPH MUNICIPAL AIRPORT

JOSEPH
Pop. 666

CHIEF JOSEPH MONUMENT



TYPICAL SECTION

PROSPECTUS MAP

EGGELSON CORNER - STROHM RD.

FAS 485

WALLOWA COUNTY.

1" = 1 Mile 1965

S-548(1) Whiskey Cr. Culvert Sec., Co. Rd. FAS 489 1966

#6794

$(1+H \propto 70')$

RECEIVED
SEP 19 1966

S-5481(1)
6794

September 15, 1966

Continental Insurance Company
317 S. W. Miller Street
Portland, Oregon 97204

Gentlemen:

Contract No. 6794 awarded to Williamson & Hammack for construction of the Whiskey Creek Culvert on FAS 489 in Malheur County was completed on August 9, 1966, and accepted by the Highway Commission on September 15, 1966.

Final payment in the amount of $894.50 will be released to the contractor after September 22, 1966. The total contract amount is $11,346.10 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ms

cc: Williamson & Hammack
P. O. Box 101
Lostine, Oregon

Wilkens Insurance Agency
101 Fir Street
La Grande, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

S.548(1)
6794

September 13, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 9, 1966, on Contract No. 6794. The contract was with Williamson and Hancock and was for construction of a box culvert on the Whiskey Creek Culvert Section of FA3498 in Wallowa County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 13, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klabo
Victor D. Wolfe
L. M. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
A. F. Pareen

bg

RECEIVED
MAY 3 - 1966
FOR FILING
S-5[illegible](1)
6794

May 2, 1966

Mr. L. [illegible] Peterson
Division Engineer
Bureau of Public Roads
477 Pacific St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 27, 1966, on Contract No. 67[illegible], Shiloky Creek (Culvert) Section, in Wallowa County, in connection with Federal-Aid Project No. S-5[illegible](1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:or

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 9-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
4-142	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.	4-18-64	COUNTY
4 # 6794		Wallowa
		PROJECT NO. S-548(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Whiskey Creek Culvert Section, FAS 489.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-1-65	0.00
*OTHER *(Specify)*		

FUNDS Pro Rata

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 13,475	$ 8,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer APR 18 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 13255-P64

Oregon State Highway Department

Federal Aid
Project No. S-548(1)

WHISKEY CREEK CULVERT SECTION

FAS 489 WALLOWA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 6, 1966

Type Code 1007
Structure (Sta. 0+85)(Contract 6794)

Removal Work	All Required		$ 1,600.00
Trench Excavation	300 cu.yd.	$ 5.50	1,650.00
Class "A" Concrete	70 cu.yd.	100.00	7,000.00
Metal Reinforcement	10,000 lb.	0.20	2,000.00
	Subtotal		$12,250.00
	10% Engr. & Cont.		1,225.00
	Total		$13,475.00

Length of Roadway - - - - - - - - 0.00 Mile

Federal Funds - - - - - - - -

RECEIVED
MAY 18 1966
FOR FILING
S-548 (1)
6794

March 24, 1966

Williamson & Hammack
Route 1, Box 1706
Sweet Home, Oregon

Gentlemen:

The State Highway Commission on March 23, 1966, accepted your proposal for a box culvert on the Whitney Creek Culvert Section on County Road FAS 499 in Baldwin County for the sum of $12,250.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6794.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Young, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. H. Reed, Assistant Secretary

ge

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
OCT 12 1965
FOR FILING
C-548 (i)
6744

MISC. CONTRACTS and
AGREEMENTS No. 2907

October 4, 1965

Wallowa County Court
Courthouse
Enterprise, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of an agreement covering the Whiskey Creek Culvert in Wallowa County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: H. S. Cox
Attn: Don Harwell
(Conformed copy)

RECEIVED
MAY 24 1965

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
[illegible], PORTLAND
LEONARD N. HALL, CHARLESTON

FOR FILING

S-541 (1)

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

May 18, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following titled prospectus for a location survey transmitted to us by your letter dated April 30, 1965 has been examined.

Whiskey Creek Culvert Section, Wallowa-Whiskey Creek Road, FAS 489, Wallowa Co.

Fish passage must be maintained in this reach of Whiskey Creek.

Your cooperation in this matter will be appreciated.

Sincerely,

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: R. Koski, Oregon Game Commission

5/20/65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)

RECEIVED
MAY 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
MAY 11 1965
FOR FILING

4-30-65

Prefix No. 532-1463

C-518(1)

6711

LOCATION PROSPECTUS
WHISKEY CREEK CULVERT SECTION
WALLOWA-WHISKEY CREEK ROAD, FAS 489
WALLOWA COUNTY

HIGHWAY: Wallowa-Whiskey Creek Road, Federal-aid Secondary No. 489.

TERMINI: Project is located approximately 1.6 miles easterly of the junction of the Whiskey Creek Road with the Wallowa Lake Highway.

LENGTH: 0.01 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for reconstruction and improvement of an existing culvert. There will be no changes in grade and curvature. Routine soils investigations are required. A hydraulic study will be necessary to determine the type structure to remedy the situation. An economic analysis is not needed. This is a FAS-C project to be constructed with 1966 funds.

CHARACTERISTICS: Present ADT 90, projected ADT 110.

STANDARDS: Class "F", maximum curvature 20 degrees, maximum grade 9 per cent.

TYPICAL SECTION: Two 10-foot travel lanes with 2-foot shoulders.

BRIDGES: Studies are being made to determine the type structure.

ACCESS: County to determine.

BASE DESIGN: Tentative design for construction is:

Wearing Surface	1-1/4" 0-11 Oil Mat
Top Course Base	3 " Leveling
Bottom Course Base	14 " Coarse Base
Total Depth	18-1/4"

MATERIAL SOURCE: Local County, commercial.

ADDITIONAL FACILITIES: No railroads affected.

AGREEMENTS: Routine County negotiations for FAS-C project.

NOTED
R L PORTER

NOTED
FORREST COOPER

STATE PARKS: None affected.

April 30, 1965
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
John Oakes
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

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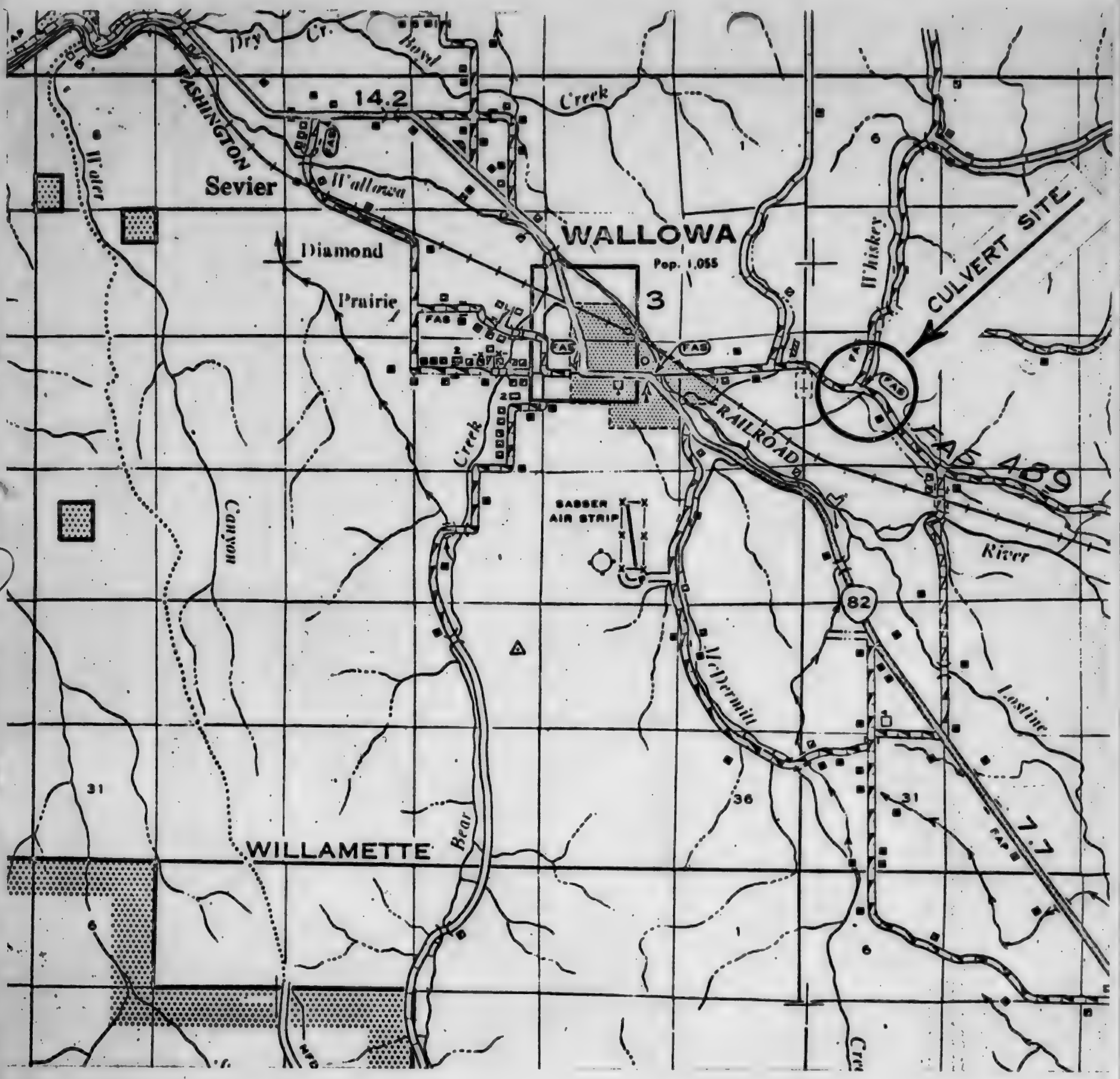
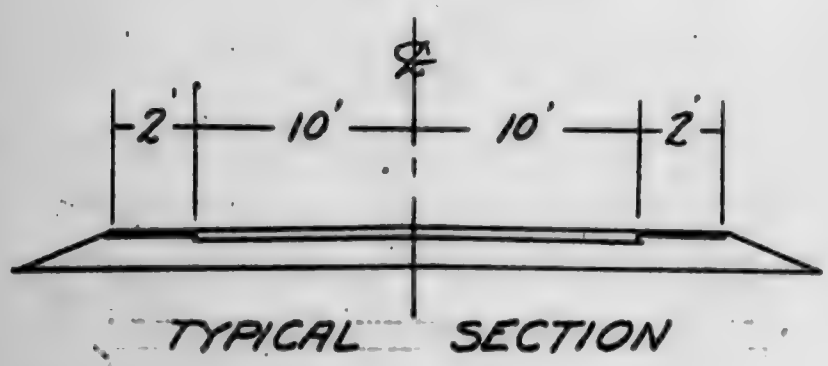
MAY 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER





PROSPECTUS MAP

WHISKEY CREEK CULVERT

FAS 489

WALLOWA COUNTY

1" = 1 Mile 1965

I-80N-5(21) Morrow Co. Line-Stanfield 1906
176 Sec., Old Oregon Trail Hwy.
#6795 (Grad., pav., structure) [redacted]

R/W 28805

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I-82N-5(21)176
6795

40

37991 - NW 28805
4-22-69

April 25, 1969

Kottkamp and O'Rourke
Attorneys at Law
P. O. Box 1023
Pendleton, Oregon 97801

Attention: Mr. R. E. O'Rourke

Gentlemen:

Attached for the Westland Irrigation District's files is a fully executed copy of an agreement covering the reconstruction of their facilities in conflict with the Morrow County Line-Stanfield Junction Section of I-82N in Umatilla County.

We have retained a fully executed copy of this agreement for the Commission's records.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Attachment

cc F. D. Morgan
Attn: Ted Litchfield

FORM B-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1969

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: State-Westland Irrigation District Crossing Agreement
Morrow County Line-Stanfield Jct. Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (21) 176
Contract No. 6795
R/W File No. 37971

Attached you will find duplicate counterparts of a proposed agreement between the State and Westland Irrigation District covering the reconstruction of the District's facilities in conflict with this project. This work has been completed. The agreement finalizes our negotiation with the District, and sets out the future obligations of the State and the District.

It provides for the construction of a 14' x 13' box culvert to be used jointly by the adjacent land owner and the District as an equipment underpass. The State will also construct a rigid frame concrete structure over the District's canal, extend a 30-inch arch type culvert and re-establish two 30-inch siphon crossings.

It further provides that the State will perform the structural maintenance on all facilities covered by the agreement which are within the access control lines. The District will perform structural maintenance of its facilities located outside the access control line which are adjusted by this agreement. The District is required to perform all operational maintenance of its facilities adjusted by this agreement. Any maintenance of the road through the box culvert will be the result of a mutual agreement between the District and the adjacent land owner.

This agreement provides that the District shall convey to the State all rights, including access rights, in its private easements located within the highway right of way of the project. It also provides that in the event future adjustment of the District's facilities covered by this agreement are required by the State, they will be performed at State expense.

In addition to the District's facilities adjusted or relocated as a part of our contract, the agreement provides that the State will reimburse the District the cost of installing two cattle guards at the equipment underpass and two slide gates on siphon boxes. The cost is $1229.00.

Kolt Kamp & O'Rourke
Pendleton
P.O. 1023
Pendleton 97801
K.E. O'Rourke

This agreement has been reviewed by the Construction and Legal Divisions and by the Bureau of Public Roads and found to be satisfactory. We now recommend your approval and request that it be placed on the agenda for the Commission meeting of April 22, 1969. A rough draft of a letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By: Chris Preston

(For) T. W. Litchfield
Utilities Liaison Engineer

PGP:ss
Attachment

RECEIVED
APR 16 1969
FOR FILE

I-ION-5(21)176
6795

April 15, 1969

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the April 22 meeting an agreement between the State and Westland Irrigation District covering the reconstruction of the District's facilities in conflict with the Morrow County Line-Stanfield Junction Section of I-80N in Umatilla County. This work has been completed. The agreement finalizes our negotiations with the District and sets out the future obligations of the State and District.

This agreement provides that the State will reconstruct a reinforced concrete bridge over the District's canal, extend an existing 30-inch arch type steel pipe, extend two 30-inch siphon crossings, and reconstruct siphon boxes and special diversion boxes. The State will also construct a 14 x 13 feet high box culvert to be used as an equipment underpass by the District and the adjacent land owner.

The agreement further provides that the State will perform all structural maintenance of the District's facilities located within the access control lines, and the District will perform all structural maintenance of its facilities adjusted by this agreement which lie outside the access control lines. The District will perform operational maintenance on all the District's facilities adjusted by this agreement.

In addition to the District's facilities adjusted or relocated as part of our contract, the agreement provides that the State will reimburse the District $1,229, the cost of installation by the District of two cattle guards at the equipment underpass and two slide gates on the siphon crossings.

It is recommended that the agreement be approved and that the Secretary be authorized to sign it for and on your behalf.

PGP:ss sr

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
A. F. Parson
C. H. Maison
L. H. Young
D. J. Barbee
F. D. Morgan (Attn: T. W. Litchfield)

Monthly transaction number	FORM PR-2A (REV. 0-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
9-18.		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
22		Umatilla
Modification number	(PPM 21-7)	Project number
4		I-80N-5(21)176

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 17, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,886,236	$ 2,897,362
Federal funds	$ 2,662,500.00	$ 2,672,800.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include increase in cost of approved Price Agreement No. 11.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of August, 19 68.

STATE OREGON HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J B Klaboe

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
R. E. Simpson

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(21)176

MORROW COUNTY LINE-STANFIELD JCT. SECTION

OF THE OLD OREGON TRAIL HWY. IN UMATILLA COUNTY

Revised project agreement estimate.

Salem, Oregon, August 14, 1968

Type Code 6201
Grade and Pave (Sta. 765+79.2 to Sta. 1330+00) (Contract No. 6795)

Previous subtotal on estimate of December 7, 1967		$2,466,512.19
Increase in cost by approved Price Agreement No. 11		
P.A. 11 Reimburse contractor for royalty on borrow material	327,328 cu.yd. $0.0309	$ 10,114.44
	Subtotal	$2,476,626.63
	10% Engr. & Cont.	247,662.37
	Total	$2,724,289.00

ROW
Same as previous estimate of May 12, 1966 — $ 500.00

Structures
Same as previous estimate of May 12, 1966 — $ 172,573.00

Length of roadway	10.666 miles
Length of Structures (4)	0.000 mile (exceptions)
Length of Structures (2)	0.020 mile
Total	10.686 miles

Cost of Roadway per mile $255,418.05

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,724,289.00	$2,513,141.00	$211,148.00
ROW	500.00	461.00	39.00
Structures	172,573.00	159,198.00	13,375.00
	$2,897,362.00	$2,672,800.00	$224,562.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 630-1090

Monthly transaction number: 1-58	FORM 2A (REV. 8) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number: 19	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 1-16-68	County: Umatilla
Modification number: 3		Project number: I-80N-5(21)176

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 27, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,875,592	$ 2886,236
Federal funds	$ 2,652,700.00	$ 2,662,500.00
Other revisions		

This modification is made for the following reasons:

Due to revised estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16 day of January, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. K. Laboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P66

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(21)176

MORROW CO. LINE-STANFIELD JCT. SECTION

OF THE OLD OREGON TRAIL HWY. IN UMATILLA COUNTY

Revised Project Agreement Estimate

Salem, Oregon, December 7, 1967

Type Code 6201
Grade and Pave (Sta. 765+79.2 to Sta. 1330+00)(Contract No. 6795)

Previous subtotal on estimate of July 21, 1967			$2,456,836.16
Previous estimate of May 12, 1966			
15-inch Culvert Pipe	2,500 lin.ft.	$3.20	$ 8,000.00
Flagging (57½% of Contractors Cost)	All Required		5,000.00
			$ 13,000.00
Revised Estimate			
15-inch Culvert Pipe	3,624 lin.ft.	3.20	$ 11,596.00
Flagging (57½% of Contractors Cost)	All Required		11,079.23
			$ 22,676.03
		Net Increase	$ 9,676.03
		Subtotal	$2,466,512.19
		10% Engr. & Cont.	246,650.81
			$2,713,163.00

R.O.W.

Same as previous estimate dated May 12, 1966	Total	$ 500.00

Structures

Same as previous estimate dated May 12, 1966	Total	$ 172,573.00

Length of Roadway - - - - - - - - - - - - - - - - -	10.666 miles
Length of Structures (4) - - - - - - - - - - - -	0.000 mile (exceptions)
Length of Structures (2) - - - - - - - - - - - -	0.020 mile
Total	10.686 miles

Cost of Roadway per mile - - - - - - - - - - - - - -$254,374.92

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,713,163.00	$2,502,841.00	$210,322.00
R.O.W.	500.00	461.00	39.00
Structures	172,573.00	159,198.00	13,375.00
Total	$2,886,236.00	$2,662,500.00	$223,736.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 630-1090

I-80N-5(21)176.

Monthly transaction number 6195 (8-65)	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 15	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 8-11-67	County: Umatilla
Modification number: 1		Project number: I-80N-5(21)176

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 27, , 19 66, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,808,454	$ 2,875,592
Federal funds	$ 2,578,275.00	$ 2,652,700.00
Other revisions		

This modification is made for the following reasons:

Due to revised estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11 day of August , 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W K Cox

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(21)176

MORROW CO. LINE-STANFIELD JCT. SECTION

OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Revised Project Agreement Estimate

Salem, Oregon, July 21, 1967

Type Code 6201
Grade and Pave (Sta. 765+79.2 to Sta. 1330+00)(Contract No. 6795)

Previous subtotal on estimate of May 12, 1966			$2,393,156.16
Previous Estimate			
Special Borrow Excavation, Unclassified	301,000 cu.yd.	$0.32	$ 96,320.00
Revised Estimate			
Special Borrow Excavation, Unclassified	500,000 cu.yd.	$0.32	160,000.00
	Net Increase		$ 63,680.00
	Subtotal		$2,456,836.16
	10% Engr. & Cont.		245,682.84
	Total		$2,702,519.00
R.O.W.			
Same as previous estimate dated May 12, 1966	Total		$ 500.00
Structures			
Same as previous estimate dated May 12, 1966	Total		$ 172,573.00

Length of Roadway - - - - - - - - - - 10.666 Miles
Length of Structures (4) - - - - - 0.000 Mile (exceptions)
Length of Structures (2) - - - - - 0.020 Mile

Total 10,686 Mile

Cost of Roadway Per Mile - - - - - - $253,376.99

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,702,519.00	$2,493,041.00	$209,478.00
R.O.W.	500.00	461.00	39.00
Structures	172,573.00	159,198.00	13,375.00
Total	$2,875,592.00	$2,652,700.00	$222,892.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

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6/17/66

Monthly transmittal number 86

M PR-2A (Rev. 7-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

County: Umatilla

Project report number: I-80N-~~15~~(21)176

Project number: I-80N-5(21)176

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-17-66

6795

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 27, 19 66 is hereby modified as follows:

Revised estimated total cost of project $ 2,805,544

Revised Federal funds $ 2,575,600.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of June, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
A. W. Parsons
(Division Engineer)

By _____
L. R. Backlund, Administrative Manager

USCOMM-DC 81120-P63

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(21)176

MORROW CO. LINE-STANFIELD JCT. SECTION

OF THE OLD OREGON TRAIL HIGHWAY IN

UMATILLA COUNTY

Revised Project Agreement Estimate

Salem, Oregon, May 12, 1966

Type Code 6201
Grade and Pave (Sta. 765+79.2 to Sta. 1330+00)(Contract 6795)

Clearing and Grubbing	All Required		$	$ 45,000.00
Ditch Excavation, Unclassified	4,800	cu.yd.	2.00	9,600.00
General Excavation, Unclassified	1,315,000	cu.yd.	0.22	289,300.00
Overhaul	610,000	C-yd.sta.	0.25	152,500.00
Special Borrow Excavation, Unclassified	301,000	cu.yd.	0.32	96,320.00
Topsoil	66,600	cu.yd.	0.75	49,950.00
Gravel Blanket	30,500	cu.yd.	1.20	36,600.00
Finishing Roadbed and Slopes	All Required			1,000.00
Trench Excavation	7,200	cu.yd.	2.00	14,400.00
Watering	33,000	M-gal.	2.00	66,000.00
Obliteration of Roadway	2	sta.	40.00	80.00
3/4"-0 Material in Base	43,500	ton	1.23	53,505.00
Plant Mix Stone Base	357,000	ton	1.23	439,110.00
Bituminous Base Mixture	48,100	ton	2.80	134,680.00
Asphalt in Bituminous Base Mixture	2,200	ton	31.00	68,200.00
3/4"-0 Aggregate in Prime Coat	2,100	cu.yd.	3.50	7,350.00
MC-250 Asphalt in Prime Coat	320	ton	45.00	14,400.00
RS-1 Asphalt in Tack Coat	21	ton	50.00	1,050.00
Class "D" Asphalt Concrete Mixture	99,600	ton	3.05	303,780.00
Asphalt Cement in Mixture	5,500	ton	31.00	170,500.00
Class "A" Concrete in Irrigation Structures	96	cu.yd.	110.00	10,560.00
Metal Reinforcement in Irrigation Structures	5,600	lb.	0.20	1,120.00
Class "A" Concrete in Box Culverts	740	cu.yd.	75.00	55,500.00
Metal Reinforcement in Box Culverts	179,000	lb.	0.15	26,850.00
Lightwell Grate	All Required			800.00
Sewage Sump Chamber	All Required			1,800.00
Concrete Ditch Lining	430	sq.yd.	12.00	5,160.00
12-inch Culvert Pipe	320	lin.ft.	2.50	800.00
15-inch Culvert Pipe	2,500	lin.ft.	3.20	8,000.00
18-inch Culvert Pipe	1,500	lin.ft.	3.80	5,700.00
24-inch Culvert Pipe	1,020	lin.ft.	5.10	5,202.00
36-inch Culvert Pipe	2,800	lin.ft.	9.20	25,760.00
48-inch Culvert Pipe	860	lin.ft.	15.00	12,900.00

30-inch Arch-type Pipe	620 lin.ft.	$ 7.90	$ 4,898.00
36-inch Arch-type Pipe	70 lin.ft.	11.20	784.00
42-inch Arch-type Pipe	400 lin.ft.	14.00	5,600.00
60-inch Arch-type Pipe	56 lin.ft.	25.00	1,400.00
18-inch Siphon Pipe	540 lin.ft.	5.50	2,970.00
24-inch Siphon Pipe	230 lin.ft.	7.50	1,725.00
30-inch Siphon Pipe	170 lin.ft.	9.00	1,530.00
12-inch Galv. Steel Ann. or Hel., Abs. Prot. San. Sew. Pipe, 16 Ga.	500 lin.ft.	6.00	3,000.00
8-inch Drain Pipe	500 lin.ft.	2.50	1,250.00
12-inch Drain Pipe	770 lin.ft.	2.90	2,233.00
6-inch Coated Steel Pipe	160 lin.ft.	4.00	640.00
18-inch Coated Steel Pipe	400 lin.ft.	15.00	6,000.00
Salvaging and Re-laying Pipe	380 lin.ft.	1.50	570.00
Salvaging Ditch Outlets	28 only	15.00	420.00
15-inch Culvert End Sections	14 only	20.00	280.00
18-inch Culvert End Sections	1 only	30.00	30.00
24-inch Culvert End Sections	3 only	35.00	105.00
36-inch Culvert End Sections	3 only	75.00	225.00
Concrete Inlets, Type G-1	6 only	150.00	900.00
Concrete Inlets, Type G-2A	27 only	150.00	4,050.00
Concrete Curbs	110 cu.yd.	45.00	4,950.00
Extra for A.C. Conc. Approaches	22 only	40.00	880.00
A.C. Conc. Curbs	1,140 lin.ft.	0.80	912.00
Guide Posts, W-1	380 only	7.50	2,850.00
Guide Posts, Y-2	300 only	8.40	2,520.00
Guide Posts, Y-3	8 only	9.45	75.60
Guard Rail	14,400 lin.ft.	2.45	35,280.00
Type 2 Barricade	800 lin.ft.	3.15	2,520.00
Rail End Pieces	50 only	5.25	262.50
Guard Rail Blocks	1,100 only	1.55	1,705.00
Extra Guard Rail Posts	90 only	12.00	1,080.00
Extra for Painting Rails	1,900 lin.ft.	0.10	190.00
Salvaging Type 2 Barricade	3,000 lin.ft.	0.80	2,400.00
Salvaging Portable Barricade	8 only	5.25	42.00
Guard Rail - Salvaged Barricade	850 lin.ft.	1.30	1,105.00
Type 2 Barricade - Salvaged Barricade	2,300 lin.ft.	1.30	2,990.00
Portable Barricade - Salvaged Portable Barricade	8 only	5.25	42.00
Type 1 Fence	160 rod	6.00	960.00
Type 2 Fence	7,400 rod	7.30	54,020.00
Type 3 Fence	86 rod	20.00	1,720.00
12' Type 2 Single Gates	4 only	90.00	360.00
16' Type 2 Single Gates	3 only	100.00	300.00
16' Type 3 Single Gates	1 only	100.00	100.00
Salvaging Type 2 Fence	120 rod	2.00	240.00
Type 2 Fence Salvaged	120 rod	2.00	240.00

Cattle Guards	4 only	$1,500.00	$ 6,000.00
Roadside Seeding	180 acre	60.00	10,800.00
Roadside Mulching	70 acre	175.00	12,250.00
Grass Seed, Crested Wheatgrass	1,800 lb.	0.50	900.00
Grass Seed, Hard Fescue	900 lb.	0.80	720.00
Grass Seed, Big Sherman Bluegrass	900 lb.	0.50	450.00
Inorganic Fertilizer, 10-16-8	740 cwt.	5.00	3,700.00
Furnishing Field Laboratory Building	All Required		800.00
Drilling Wells, 0-50 Feet Deep	2 only	400.00	800.00
Drilling Wells, 50-100 Feet Deep	100 lin.ft.	8.00	800.00
Drilling Wells, 100-150 Feet Deep	100 lin.ft.	8.00	800.00
Drilling Wells, 150-200 Feet Deep	100 lin.ft.	8.00	800.00
Furnish and Install Well Casing	120 lin.ft.	3.50	420.00
Develop Wells	2 only	225.00	450.00
Pumping Test	12 hr.	35.00	420.00
Standby Time	20 hr.	6.00	120.00
			$ 2,310,061.10

Flagging (57½% of Contractor's Cost)	All Required		5,000.00
Relocate Sewage Pump	All Required		2,500.00
Clean Out Pipe (Sta. 1172+42)	All Required		200.00
Test Existing Siphons	All Required		800.00
Re-establish Water System	All Required		300.00
Temporary Signing	All Required		9,500.00
R.R. Protective Costs	All Required		1,000.00
Re-establish Irrigation Supply	All Required		1,360.00
Striping (State Forces)	All Required		4,500.00
		$	25,160.00

Utilities

Pacific Gas Transmission Co.	All Required	$	39,826.00
Umatilla Electric Co-operative Association	All Required		7,004.88
Pacific Northwest Bell Telephone	All Required		895.00
Pacific Power and Light	All Required		167.28
Columbia Basin Electric Co-op	All Required		10,041.90
		$	57,935.06
	Subtotal		2,393,156.16
	10% Engr. & Cont.		239,314.84
	Total	$	2,632,471.00

Type Code R.C.E. Utilities
Right of Way (Pacific Gas Transmission Co. Easement Sta. 1190)

Right of Way	All Required		$ 450.00
		Subtotal	$ 450.00
		Acquisition Exp.	50.00
		Total	$ 500.00

Type Code X020
Bridge Nos. 5204A and 5204B Butter Creek Bridges (Sta. 1008+19—Sta. 1008+99)

Remove Existing Butter Creek Bridge	All Required		$ 1,200.00
Shoring, Cribbing, Etc.	All Required		4,000.00
Structural Excavation	100 cu.yd.	$ 6.00	600.00
Structural Excavation Below Elevations Shown	10 cu.yd.	10.00	100.00
Furnish 10 BP 42 Steel Piling	2,860 lin.ft.	4.50	12,870.00
Drive Steel Piles	44 only	70.00	3,080.00
Splice Steel Piles	10 only	40.00	400.00
Class "A" Concrete	All Required		36,000.00
Metal Reinforcement	All Required		12,000.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	30 lin.ft.	4.50	135.00
			$ 70,385.00

Type Code X023
Bridge No. 5203A Westland Irrig. Canal Bridge (Sta. 939+24.02—Sta. 939+54.02)

Remove Existing Westland Irrigation Canal Bridge	All Required		$ 12,000.00
Trench Excavation	1,000 cu.yd.	$ 2.50	2,500.00
Class "A" Concrete	All Required		54,000.00
Metal Reinforcement	All Required		18,000.00
			$ 86,500.00
		Subtotal	$ 156,885.00
		10% Engr. & Cont.	15,688.00
		Total	$ 172,573.00

Length of Roadway		10.666 miles	
Length of Structures (4)		0.000 miles	(exceptions)
Length of Structure (2)		0.020 miles	
	Total	10.686 miles	
Cost of Roadway per Mile		$246,809.58	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 2,632,471.00	$ 2,415,941.00	$ 216,530.00
Right of Way	500.00	461.00	39.00
Structures	172,573.00	159,198.00	13,375.00
Total,	$ 2,805,544.00	$ 2,575,600.00	$ 229,944.00

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
State Funds for Maint.: Chapter 529, Laws 1939.

MORROW CO. LINE-STANFIELD JCT. SECTION

Project No. I-808-5(21)176

Work by Pacific Gas Transmission Company

Contract Work	$ 31,583
Company Labor	2,805
Overhead	1,822
Materials and Supplies	25,718
Equipment	1,023
Miscellaneous Costs	9,402
Salvage	(11,363)
Total Cost	$ 60,990

State's Share $\frac{256}{392}$ X 60,990 = $ 39,826.00

PGT's Share $\frac{136}{392}$ X 60,990 = $ 21,164.00

Right of Way Easement for Pacific Gas Transmission Co.

F-30128	0.46 acre Parcel 2	$ 450.00
		$ 450.00
	Acquisition	50.00
	Total	$ 500.00

UPRR Protection Service

Engineer Inspector for one month with headquarters in Portland, Oregon

Engineer Inspector @ $730 per. mo.	$ 730
Payroll Additives 30%	219
Total Labor	$ 949
Expenses, 20 days @ $12	$ 240
Equipment Rental 20 days @ $9.50	190
	$ 430
Total RR Protective Cost	$ 1,379
State will pay	$ 1,000

Work by Pacific N.W. Bell Telephone Co.

Labor	$ 198
Overhead	67
Engineering	300
Material & Supplies	146
Material Recovered	(9)
Pole - Cost Differential	121
Equipment	33
Board and Lodging	39
Total (Lump Sum)	$ 895

Work by Pacific Power and Light Co.

Labor	$ 196.71
Transportation	22.00
General Overhead	21.87
Subtotal	$ 240.58
Salvage	$ (73.30)
Total (Lump Sum)	$ 167.28

Work by Umatilla Electric Cooperative Association

New Construction

Labor	$ 2,661.20
Materials	2,277.30

Removal Cost

Labor	$ 1,323.65
Material Credits	(426.75)
	$ 5,837.40
20% Overheads & Engrg.	$ 1,167.48
	$ 7,004.88*

Work by Columbia Basin Electric Cooperative Inc.

New Construction

Labor	$ 4,211.00
Materials	3,591.25

Removal Cost

Labor	$ 913.00
Material Credits	(347.00)
Subtotal	$ 8,368.25
Overhead & Engr. 20%	1,673.65
Total	$ 10,041.90

*Subject to later determination as to whether all work included in estimate is reimburseable.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 5-20	FORM R-1 (REV. 9-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 9 [illegible]	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* [illegible]	COUNTY Umatilla
		PROJECT NO. I-80N-5(21)176

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Morrow Co. Line-Stanfield Jct. Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY (Utility)	12-1-65	
CONSTRUCTION	2-16-66	10.686
OTHER *(Specify)*		

FUNDS Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,761,236	$ 2,547,239.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer [illegible]

Oregon State Highway Department

Federal-Aid
Project No. I-SUN-5(21)176

MORROW CO. LINE-STANFIELD JCT. SECTION

of the OLD OREGON TRAIL HIGHWAY in

UMATILLA COUNTY

Project Agreement Estimate

Salem, Oregon, April 18, 1966

Type Code 6201
Grade and Pave (Sta. 765+79.2 to Sta. 1330+00) (Contract 6795)

Clearing and Grubbing	All Required			$ 45,000.00
Ditch Excavation, Unclassified	4,800	cu.yd.	$ 2.00	9,600.00
General Excavation, Unclassified	1,315,000	cu.yd.	0.22	289,300.00
Overhaul	610,000	C-yd.sta.	0.25	152,500.00
Special Borrow Excavation, Unclassified	301,000	cu.yd.	0.32	96,320.00
Topsoil	66,600	cu.yd.	0.75	49,950.00
Gravel Blanket	30,500	cu.yd.	1.20	36,600.00
Finishing Roadbed and Slopes	All Required			1,000.00
Trench Excavation	7,200	cu.yd.	2.00	14,400.00
Watering	33,000	M-gal.	2.00	66,000.00
Obliteration of Roadway	2	sta.	40.00	80.00
3/4" - 0 Material in Base	43,500	ton	1.23	53,505.00
Plant Mix Stone Base	357,000	ton	1.23	439,110.00
Bituminous Base Mixture	48,100	ton	2.80	134,680.00
Asphalt in Bituminous Base Mixture	2,200	ton	31.00	68,200.00
3/4" - 0 Aggregate in Prime Coat	2,100	cu.yd.	3.50	7,350.00
MC-250 Asphalt in Prime Coat	320	ton	45.00	14,400.00
RS-1 Asphalt in Tack Coat	21	ton	50.00	1,050.00
Class "B" Asphalt Concrete Mixture	99,600	ton	3.05	303,780.00
Asphalt Cement in Mixture	5,500	ton	31.00	170,500.00
Class "A" Concrete in Irrigation Structures	96	cu.yd.	110.00	10,560.00
Metal Reinforcement in Irrigation Structures	5,600	lb.	0.20	1,120.00
Class "A" Concrete in Box Culverts	740	cu.yd.	75.00	55,500.00
Metal Reinforcement in Box Culverts	179,000	lb.	0.15	26,850.00
Lightwell Grate	All Required			800.00
Sewage Sump Chamber	All Required			1,800.00
Concrete Ditch Lining	430	sq.yd.	12.00	5,160.00
12-inch Culvert Pipe	320	lin.ft.	2.50	800.00
15-inch Culvert Pipe	2,500	lin.ft.	3.20	8,000.00
18-inch Culvert Pipe	1,500	lin.ft.	3.80	5,700.00
24-inch Culvert Pipe	1,020	lin.ft.	5.10	5,202.00

36-inch Culvert Pipe	2,800 lin.ft.	$ 9.20	$ 25,760.00
48-inch Culvert Pipe	860 lin.ft.	15.00	12,900.00
30-inch Arch-type Pipe	620 lin.ft.	7.90	4,898.00
36-inch Arch-type Pipe	70 lin.ft.	11.20	784.00
42-inch Arch-type Pipe	400 lin.ft.	14.00	5,600.00
60-inch Arch-type Pipe	56 lin.ft.	25.00	1,400.00
18-inch Siphon Pipe	540 lin.ft.	5.50	2,970.00
24-inch Siphon Pipe	230 lin.ft.	7.50	1,725.00
30-inch Siphon Pipe	170 lin.ft.	9.00	1,530.00
12-inch Galv. Steel Ann. or Hel., Abs. Prot. San. Sew. Pipe, 16 Ga.	500 lin.ft.	6.00	3,000.00
8-inch Drain Pipe	500 lin.ft.	2.50	1,250.00
12-inch Drain Pipe	770 lin.ft.	2.90	2,233.00
6-inch Coated Steel Pipe	160 lin.ft.	4.00	640.00
18-inch Coated Steel Pipe	400 lin.ft.	15.00	6,000.00
Salvaging and Re-laying Pipe	380 lin.ft.	1.50	570.00
Salvaging Ditch Outlets	28 only	15.00	420.00
15-inch Culvert End Sections	14 only	20.00	280.00
18-inch Culvert End Sections	1 only	30.00	30.00
24-inch Culvert End Sections	3 only	35.00	105.00
36-inch Culvert End Sections	3 only	75.00	225.00
Concrete Inlets, Type C-1	6 only	150.00	900.00
Concrete Inlets, Type C-2 M	27 only	150.00	4,050.00
Concrete Curbs	110 cu.yd.	45.00	4,950.00
Extra for A.C. Conc. Approaches	22 only	40.00	880.00
A.C. Conc. Curbs	1,140 lin.ft.	.80	912.00
Guide Posts, Y-1	380 only	7.50	2,850.00
Guide Posts, Y-2	300 only	8.40	2,520.00
Guide Posts, Y-3	8 only	9.45	75.60
Guard Rail	14,400 lin.ft.	2.45	35,280.00
Type 2 Barricade	800 lin.ft.	3.15	2,520.00
Rail End Pieces	50 only	5.25	262.50
Guard Rail Blocks	1,100 only	1.55	1,705.00
Extra Guard Rail Posts	90 only	12.00	1,080.00
Extra for Painting Rails	1,900 lin.ft.	.10	190.00
Salvaging Type 2 Barricade	3,000 lin.ft.	.80	2,400.00
Salvaging Portable Barricade	8 only	5.25	42.00
Guard Rail - Salvaged Barricade	850 lin.ft.	1.30	1,105.00
Type 2 Barricade - Salvaged Barricade	2,300 lin.ft.	1.30	2,990.00
Portable Barricade - Salvaged Portable Barricade	8 only	5.25	42.00
Type 1 Fence	160 rod	6.00	960.00
Type 2 Fence	7,400 rod	7.30	54,020.00
Type 3 Fence	86 rod	20.00	1,720.00
12' Type 2 Single Gates	4 only	90.00	360.00
16' Type 2 Single Gates	3 only	100.00	300.00
16' Type 3 Single Gates	1 only	100.00	100.00
Salvaging Type 2 Fence	120 rod	2.00	240.00
Type 2 Fence Salvaged	120 rod	2.00	240.00

Cattle Guards	4	only	$ 1,500.00	$ 6,000.00
Roadside Seeding	180	acre	60.00	10,800.00
Roadside Mulching	70	acre	175.00	12,250.00
Grass Seed, Crested Wheatgrass	1,800	lb.	.50	900.00
Grass Seed, Hard Fescue	900	lb.	.80	720.00
Grass Seed, Big Sherman Bluegrass	900	lb.	.50	450.00
Inorganic Fertilizer, 10-16-8	740	cwt.	5.00	3,700.00
Furnishing Field Laboratory Building	All Required			800.00
Drilling Wells, 0-50 Feet Deep	2	only	400.00	800.00
Drilling Wells, 50-100 Feet Deep	100	lin.ft.	8.00	800.00
Drilling Wells, 100-150 Feet Deep	100	lin.ft.	8.00	800.00
Drilling Wells, 150-200 Feet Deep	100	lin.ft.	8.00	800.00
Furnish and Install Well Casing	120	lin.ft.	3.50	420.00
Develop Wells	2	only	225.00	450.00
Pumping Test	12	hr.	35.00	420.00
Standby Time	20	hr.	6.00	120.00
				$ 2,310,061.10
Flagging (57½ of Contractor's Cost)	All Required			$ 5,000.00
Relocate Sewage Pump	All Required			2,500.00
Clean Out Pipe (Sta. 1172+42)	All Required			200.00
Test Existing Siphons	All Required			800.00
Re-establish Water System	All Required			300.00
Temporary Signing	All Required			9,500.00
R.R. Protective Costs	All Required			1,000.00
Re-establish Irrigation Supply	All Required			1,360.00
Stripping (State Force)	All Required			4,500.00
				$ 25,160.00

Utilities

Umatilla Electric Cooperative Assoc.	All Required		$ 7,004.88
Pacific Northwest Bell Telephone	All Required		895.00
Pacific Power and Light	All Required		167.28
Columbia Basin Electric Co-op.	All Required		10,041.90
			$ 18,109.06
		Subtotal	2,353,330.16
		10% Engr. & Cont.	235,332.84
		Total	$ 2,588,663.00

Type Code X020
Bridge Nos. 5204A and 5204B Butter Creek Bridges (Sta. 1008+19-Sta. 1008+99)

Remove Existing Butter Creek Bridge	All Required			$ 1,200.00
Shoring, Cribbing, Etc.	All Required			4,000.00
Structural Excavation	100	cu.yd.	$ 6.00	600.00

Structural Excavation Below Elevation Shown	10 cu.yd.	$ 10.00	$ 100.00
Furnish 10 BP 42 Steel Piling	2,860 lin.ft.	4.50	12,870.00
Drive Steel Piles	44 only	70.00	3,080.00
Splice Steel Piles	10 only	40.00	400.00
Class "A" Concrete (414 cu.yd. @ $90.00)	All Required		36,000.00
Metal Reinforcement (90,000 lb. @ 0.14)	All Required		12,000.00
6-inch Metal Unperf. Drain Pipe, Type "A" Coating	30 lin.ft.	4.50	135.00
			$ 70,385.00

Type Code X023
Bridge No. 5203A Westland Irrig. Canal Bridge (Sta. 939+24.02-Sta. 939+54.02)

Remove Existing Westland Irrigation Canal Bridge	All Required		$ 12,000.00
Trench Excavation	1,000 cu.yd.	$ 2.50	2,500.00
Class "A" Concrete	All Required		54,000.00
Metal Reinforcement	All Required		18,000.00
			$ 86,500.00

Subtotal	156,885.00
10% Engr. & Cont.	15,688.00
Total	$ 172,573.00

Length of Roadway	10.666 miles	
Length of Structures (4)	0.000 mile	(exceptions)
Length of Structures (2)	0.020 mile	
Total	10.686 miles	

Cost of Roadway per Mile $242,702.32

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 2,588,663.00	$ 2,388,041.00	$ 200,622.00
Structures	172,573.00	159,198.00	13,375.00
Subtotal	$2,761,236.00	$ 2,547,239.00	$ 213,997.00

	Total Cost	Federal Funds	State Funds
Retained in PS & E Status			
Pacific Gas Transmission Co. *	$ 30,244.00	$ 27,900.00	$ 2,344.00
Utility Right of Way	500.00	461.00	39.00
Total	$ 2,791,980.00	$ 2,575,600.00	$ 216,380.00

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
State Funds for Maint.: Chapter 529, Laws 1939.

* Note: Estimate from field needed to determine how much labor will be used by utility forces now that part of the work is going to be done by contract.

Morrow Co. Line-Stanfield Jct. Section

Project No. I-80N-5(21)176

UPRR Protective Service

Engineer Inspector for one month with headquarters in Portland, Oregon.

Engineer Inspector @ $730 per mo.	$ 730
Payroll Additives 30%	219
Total Labor	$ 949
Expenses, 20 days @ $12	$ 240
Equipment Rental 20 days @ $9.50	190
	$ 430
Total RR Protective Cost	$1,379
State will pay	$1,000

Work by Pacific N.W. Bell Telephone Co.

Labor	$ 198
Overhead	67
Engineering	300
Material and Supplies	146
Material Recovered	(9)
Pole-Cost Differential	121
Equipment	33
Board and Lodging	39
Total (Lump sum)	$ 895

Work by Pacific Power and Light Co.

Labor	$ 196.71
Transportation	22.00
General Overhead	21.87
Subtotal	$ 240.58
Salvage	$ (73.30)
Total (Lump sum)	$ 167.28

Work by Umatilla Electric Cooperative Association

New Construction

Labor	$ 2,661.20
Materials	2,277.30

Removal Cost

Labor	$ 1,323.65
Material Credits	(424.75)
	$ 5,837.40
20% Overheads & Engr.	1,167.48
	$ 7,004.88*

* Subject to later determination as to whether all work included in estimate is reimburseable.

Work by Columbia Basin Electric Cooperative Inc.

New Construction

Labor	$ 4,211.00
Materials	3,591.25

Removal Cost

Labor	$ 913.00
Material Credits	(347.00)
Subtotal	$ 8,368.25
Overhead & Engr. 20%	1,673.65
Total	$ 10,041.90

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(21)176

MORROW CO. LINE-STANFIELD JCT. SECTION

OF THE OLD OREGON TRAIL HIGHWAY IN

UMATILLA COUNTY

Revised P.S. & E. Estimate (Reason for change: Add stripping cost.)

Salem, Oregon, March 9, 1966

Type Code 6201
Grade and Pave (Sta. 765+79.2 to 1330+00)

Clearing and Grubbing	All Required		$ 30,000.00
Ditch Excavation, Unclassified	4,800 cu.yd.	$ 2.50	12,000.00
General Excavation, Unclassified	1,315,000 cu.yd.	0.30	394,500.00
Overhaul	610,000 C-yd.sta.	0.40	244,000.00
Special Borrow Excavation, Unclassified	301,000 cu.yd.	0.60	180,600.00
Topsoil	66,600 cu.yd.	2.50	166,500.00
Gravel Blanket	30,500 cu.yd.	1.25	38,125.00
Finishing Roadbed and slopes	All Required		15,000.00
Trench Excavation	7,200 cu.yd.	3.00	21,600.00
Watering	33,000 M-gal.	3.00	99,000.00
Obliteration of Roadway	2 sta.	100.00	200.00
3/4"-0 Material in Base	43,500 ton	1.35	58,725.00
Plant Mix Stone Base	357,000 ton	1.35	481,950.00
Bituminous Base Mixture	48,100 ton	3.00	144,300.00
Asphalt in Bituminous Base Mixture	2,200 ton	33.00	72,600.00
3/4"-0 Aggregate in Prime Coat	2,100 cu.yd.	4.50	9,450.00
MC-2 Asphalt in Prime Coat	320 ton	50.00	16,000.00
RS-1 Asphalt in Tack Coat	21 ton	60.00	1,260.00
Class "B" Asphalt Concrete Mixture	99,600 ton	3.25	323,700.00
Asphalt Cement in Mixture	5,500 ton	33.00	181,500.00
Class "A" Concrete in Irrigation Structures	96 cu.yd.	95.00	9,120.00
Metal Reinforcement in Irrigation Structures	5,600 lb.	0.15	840.00
Class "A" Concrete in Box Culverts	740 cu.yd.	85.00	62,900.00
Metal Reinforcement in Box Culverts	179,000 lb.	0.15	26,850.00
Lightwell Grate	All Required		900.00
Sewage Sump Chamber	All Required		2,000.00
Concrete Ditch Lining	430 sq.yd.	8.00	3,440.00
12-inch Culvert Pipe	320 lin.ft.	3.75	1,200.00
15-inch Culvert Pipe	2,500 lin.ft.	4.25	10,625.00
18-inch Culvert Pipe	1,500 lin.ft.	5.00	7,500.00
24-inch Culvert Pipe	1,020 lin.ft.	8.00	8,160.00
36-inch Culvert Pipe	2,800 lin.ft.	14.50	40,600.00
48-inch Culvert Pipe	860 lin.ft.	25.00	21,500.00

30-inch Arch-Type Pipe	620 lin.ft.	$ 13.00	$ 8,060.00
36-inch Arch-Type Pipe	70 lin.ft.	15.00	1,050.00
42-inch Arch-Type Pipe	400 lin.ft.	19.00	7,600.00
60-inch Arch-Type Pipe	56 lin.ft.	35.00	1,960.00
18-inch Siphon Pipe	540 lin.ft.	7.00	3,780.00
24-inch Siphon Pipe	230 lin.ft.	9.00	2,070.00
30-inch Siphon Pipe	170 lin.ft.	12.00	2,040.00
12-inch Galv. Steel Ann. or Hel., Abs. Prot. San. Sew. Pipe, 16 Ga.	500 lin.ft.	4.50	2,250.00
8-inch Drain Pipe	500 lin.ft.	2.50	1,250.00
12-inch Drain Pipe	770 lin.ft.	3.75	2,887.50
6-inch Coated Steel Pipe	160 lin.ft.	4.50	720.00
18-inch Coated Steel Pipe	400 lin.ft.	15.00	6,000.00
Salvaging and Relaying Pipe	380 lin.ft.	3.00	1,140.00
Salvaging Ditch Outlets	28 only	25.00	700.00
15-inch Culvert End Sections	14 only	35.00	490.00
18-inch Culvert End Sections	1 only	40.00	40.00
24-inch Culvert End Sections	3 only	55.00	165.00
36-inch Culvert End Sections	3 only	135.00	405.00
Concrete Inlets, Type G-1	6 only	150.00	900.00
Concrete Inlets, Type G-2M	27 only	175.00	4,725.00
Concrete Curbs	110 cu.yd.	55.00	6,050.00
Extra for A.C. Conc. Approaches	22 only	35.00	770.00
A.C. Concrete Curbs	1,140 lin.ft.	1.00	1,140.00
Guide Posts, W-1	380 only	7.50	2,850.00
Guide Posts, Y-2	300 only	8.00	2,400.00
Guide Posts, Y-3	8 only	9.00	72.00
Guard Rail	14,400 lin.ft.	2.50	36,000.00
Type 2 Barricade	800 lin.ft.	4.00	3,200.00
Rail End Pieces	50 only	5.00	250.00
Guard Rail Blocks	1,100 only	1.75	1,925.00
Extra Guard Rail Posts	90 only	10.00	900.00
Extra for Painting Rails	1,900 lin.ft.	0.25	475.00
Salvaging Type 2 Barricade	3,000 lin.ft.	1.50	4,500.00
Salvaging Portable Barricade	8 only	3.00	24.00
Guard Rail-Salvaged Barricade	850 lin.ft.	1.50	1,275.00
Type 2 Barricade-Salvaged Barricade	2,300 lin.ft.	1.50	3,450.00
Portable Barricade-Salvaged Portable Barricade	8 only	5.00	40.00
Type 1 Fence	160 rod	7.00	1,120.00
Type 2 Fence	7,400 rod	8.00	59,200.00
Type 3 Fence	86 rod	24.00	2,064.00
12' Type 2 Single Gates	4 only	100.00	400.00
16' Type 2 Single Gates	3 only	125.00	375.00
16' Type 3 Single Gates	1 only	200.00	200.00
Salvaging Type 2 Fence	120 rod	2.50	300.00
Type 2 Fence Salvaged	120 rod	2.50	300.00
Cattle Guards	4 only	1,200.00	4,800.00
Roadside Seeding	180 acre	125.00	22,500.00
Roadside Mulching	70 acre	140.00	9,800.00
Grass Seed, Crested Wheatgrass	1,800 lb.	0.75	1,350.00

Grass Seed, Hard Fescue	900 lb.	$ 0.75	$ 675.00
Grass Seed, Big Sherman Bluegrass	900 lb.	0.75	675.00
Inorganic Fertilizer, 10-16-8	740 CWT	7.00	5,180.00
Furnishing Field Laboratory Bldg.	All Required		500.00
Drilling Wells, 0-50 Feet Deep	2 only	300.00	600.00
Drilling Wells, 50-100 Feet Deep	100 lin.ft.	7.00	700.00
Drilling Wells, 100-150 Feet Deep	100 lin.ft.	8.00	800.00
Drilling Wells, 150-200 Feet Deep	100 lin.ft.	8.00	800.00
Furnish and Install Well Casing	120 lin.ft.	4.00	480.00
Develop Wells	2 only	200.00	400.00
Pumping Test	12 hr.	14.00	168.00
Standby Time	20 hr.	11.00	220.00
			$2,913,805.50

Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Relocate Sewage Pump	All Required		2,500.00
Clean Out Pipe (Sta. 1172+42)	All Required		200.00
Test Existing Siphons	All Required		800.00
Re-establish Water System	All Required		300.00
Temporary Signing	All Required		9,500.00
R.R. Protective Costs	All Required		1,000.00
Re-establish Irrigation Supply	All Required		1,360.00
Stripping (State Force)	All Required		4,500.00
			$ 25,160.00

Utilities

Pacific Gas Transmission Co.	All Required ✓		$ 30,244.00
Umatilla Electric Co-operative Assoc.	All Required ✓		3,000.00
Pacific Northwest Bell Telephone	All Required ✓	595.00	595.00
Pacific Power and Light	All Required ✓		167.28
Columbia Basin Electric Co-op	All Required ✓		500.00
			$ 34,506.28

Subtotal	$2,973,471.78
10% Engr. & Cont.	297,346.22
	$3,270,818.00

Type Code X020
Bridge Nos. 5204A & 5204B Butter Creek Bridges (Sta. 1008+19 - Sta. 1008+99)

Remove Existing Butter Creek Br.	All Required		$ 4,000.00
Shoring, Cribbing, Etc.	All Required		3,000.00
Structural Excavation	100 cuyd.	$ 7.00	700.00
Structural Excavation Below Elevations Shown	10 cu.yd.	10.00	100.00
Furnish 10 BP 42 Steel Piling	2,860 lin.ft.	5.50	15,730.00
Drive Steel Piles	44 only	90.00	3,960.00

Splice Steel Piles	10 only	$ 40.00	$ 400.00
Class "A" Concrete (414 cu.yd. @ $90.00)	All Required		37,260.00
Metal Reinforcement (90,000 lbs. @ $0.14)	All Required		12,600.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	30 lin.ft.	4.00	120.00
			$ 77,870.00

Type Code X023
Bridge No. 5203A Westland Irrig. Canal Bridge (Sta. 939+24.02 - Sta. 939+54.02)

Remove Existing Westland Irrigation Canal Bridge	All Required		$ 5,000.00
Trench Excavation	1,000 cu.yd.	6.00	6,000.00
Class "A" Concrete (625 cu.yd. @ $90.00)	All Required		56,250.00
Metal Reinforcement (118,000 lbs. @ $0.14)	All Required		16,520.00
			$ 83,770.00
	Subtotal		$161,640.00
	10% Engr. & Cont.		16,164.00
	Total		$177,804.00

Length of Roadway - - - - - - - - - - - - -10.666 miles
Length of Structures (4)- - - - - - - - - - 0.000 miles (Exceptions)
Length of Structure (2)- - - - - - - - - - 0.020 mile
Total 10.686 miles

Cost of Roadway Per Mile- - - - - - - - - -$306,658.35

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,270,818.00	$3,017,000.00	$253,818.00
Structures	177,804.00	164,000.00	13,804.00
Subtotal	$3,448,622.00	$3,181,000.00	$267,622.00
Utility Right of Way	500.00	450.00	50.00
Total	$3,449,122.00	$3,181,450.00	$267,672.00

MORROW CO. LINE-STANFIELD JCT. SECTION

PROJECT NO. I-80N-5(21)176

Work by Pacific Gas Transmission Company

Labor	$ 6,303
Construction	4,096
Materials and Supplies	29,910
Equipment	1,970
Miscellaneous Costs	13,629
Salvage	(10,014)
Total Cost	$45,894

State's Share $\frac{259}{393}$ x 45,894 = $30,244

PGT's Share $\frac{134}{393}$ x 45,894 = $15,650

UPRR Protective Service

Engineer Inspector for one month with headquarters in Portland, Oregon.

Engineer Inspector @ $730 per mo.	$ 730
Payroll Additives 30%	219
Total Labor	$ 949
Expenses, 20 days @ $12	$ 240
Equipment Rental 20 days @ $9.50	190
	$ 430
Total RR Protective Cost	$ 1,379
State Will Pay	$ 1,000

Work by Pacific N.W. Bell Telephone Co.

Labor	$ 198
Overhead	67
Material & Supplies	146
Material Recovered	(9)
Pole-Cost Differential	121
Equipment	33
Board and Lodging	39
Total	$ 595

Work by Pacific Power and Light Co.

Labor		$196.71
Transportation		22.00
General Overhead		21.87
	Subtotal	$240.58
Salvage		$ 73.30
	Total (Lump Sum)	$167.28

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(21)176

MORROW CO. LINE-STANFIELD JCT. SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.) (Changes include the additions of Lightwell Grate, re-establishing irrigation supply and utility adjustment estimates.)

Salem, Oregon, February 16, 1966

Type Code 6201
Grade and Pave (Sta. 765+79.2 to Sta. 1330+00)

Clearing and Grubbing	All Required			$ 30,000.00
Ditch Excavation, Unclassified	4,800	cu.yd.	$ 2.50	12,000.00
General Excavation, Unclassified	1,315,000	cu.yd.	0.30	394,500.00
Overhaul	610,000	C-yd.sta.	0.40	244,000.00
Special Borrow Excavation, Unclassified	301,000	cu.yd.	0.60	180,600.00
Topsoil	66,600	cu.yd.	2.50	166,500.00
Gravel Blanket	30,500	cu.yd.	1.25	38,125.00
Finishing Roadbed and Slopes	All Required			15,000.00
Trench Excavation	7,200	cu.yd.	3.00	21,600.00
Watering	33,000	M-gal.	3.00	99,000.00
Obliteration of Roadway	2	sta.	100.00	200.00
3/4" - 0 Material in Base	43,500	ton	1.35	58,725.00
Plant Mix Stone Base	357,000	ton	1.35	481,950.00
Bituminous Base Mixture	48,100	ton	3.00	144,300.00
Asphalt in Bituminous Base Mixture	2,200	ton	33.00	72,600.00
3/4" - 0 Aggregate in Prime Coat	2,100	cu.yd.	4.50	9,450.00
MC-2 Asphalt in Prime Coat	320	ton	50.00	16,000.00
RS-1 Asphalt in Tack Coat	21	ton	60.00	1,260.00
Class "B" Asphalt Concrete Mixture	99,600	ton	3.25	323,700.00
Asphalt Cement in Mixture	5,500	ton	33.00	181,500.00
Class "A" Concrete in Irrigation Structures	96	cu.yd.	95.00	9,120.00
Metal Reinforcement in Irrigation Structures	5,600	lb.	0.15	840.00
Class "A" Concrete in Box Culverts	740	cu.yd.	85.00	62,900.00
Metal Reinforcement in Box Culverts	179,000	lb.	0.15	26,850.00
Lightwell Grate	All Required			900.00
Sewage Sump Chamber	All Required			2,000.00
Concrete Ditch Lining	430	sq.yd.	8.00	3,440.00
12-inch Culvert Pipe	320	lin.ft.	3.75	1,200.00
15-inch Culvert Pipe	2,500	lin.ft.	4.25	10,625.00
18-inch Culvert Pipe	1,500	lin.ft.	5.00	7,500.00
24-inch Culvert Pipe	1,020	lin.ft.	8.00	8,160.00
36-inch Culvert Pipe	2,800	lin.ft.	14.50	40,600.00
48-inch Culvert Pipe	860	lin.ft.	25.00	21,500.00

30-inch Arch-Type Pipe	620 lin.ft.	$ 13.00	$ 8,060.00
36-inch Arch-Type Pipe	70 lin.ft.	15.00	1,050.00
42-inch Arch-Type Pipe	400 lin.ft.	19.00	7,600.00
60-inch Arch-Type Pipe	56 lin.ft.	35.00	1,960.00
18-inch Siphon Pipe	540 lin.ft.	7.00	3,780.00
24-inch Siphon Pipe	230 lin.ft.	9.00	2,070.00
30-inch Siphon Pipe	170 lin.ft.	12.00	2,040.00
12-inch Galv. Steel Ann. or Hel., Abs. Prot. San. Sew. Pipe, 16 Ga.	500 lin.ft.	4.50	2,250.00
8-inch Drain Pipe	500 lin.ft.	2.50	1,250.00
12-inch Drain Pipe	770 lin.ft.	3.75	2,887.50
6-inch Coated Steel Pipe	160 lin.ft.	4.50	720.00
18-inch Coated Steel Pipe	400 lin.ft.	15.00	6,000.00
Salvaging and Relaying Pipe	380 lin.ft.	3.00	1,140.00
Salvaging Ditch Outlets	28 only	25.00	700.00
15-inch Culvert End Sections	14 only	35.00	490.00
18-inch Culvert End Sections	1 only	40.00	40.00
24-inch Culvert End Sections	3 only	55.00	165.00
36-inch culvert End Sections	3 only	135.00	405.00
Concrete Inlets, Type C-1	6 only	150.00	900.00
Concrete Inlets, Type C-2M	27 only	175.00	4,725.00
Concrete Curbs	110 cu.yd.	55.00	6,050.00
Extra for A.C. Conc. Approaches	22 only	35.00	770.00
A.C. Concrete Curbs	1,140 lin.ft.	1.00	1,140.00
Guide Posts, W-1	380 only	7.50	2,850.00
Guide Posts, Y-2	300 only	8.00	2,400.00
Guide Posts, Y-3	8 only	9.00	72.00
Guard Rail	14,400 lin.ft.	2.50	36,000.00
Type 2 Barricade	800 lin.ft.	4.00	3,200.00
Rail End Pieces	50 only	5.00	250.00
Guard Rail Blocks	1,100 only	1.75	1,925.00
Extra Guard Rail Posts	90 only	10.00	900.00
Extra for Painting Rails	1,900 lin.ft.	0.25	475.00
Salvaging Type 2 Barricade	3,000 lin.ft.	1.50	4,500.00
Salvaging Portable Barricade	8 only	3.00	24.00
Guard Rail-Salvaged Barricade	850 lin.ft.	1.50	1,275.00
Type 2 Barricade-Salvaged Barricade	2,300 lin.ft.	1.50	3,450.00
Portable Barricade-Salvaged Portable Barricade	8 only	5.00	40.00
Type 1 Fence	160 rod	7.00	1,120.00
Type 2 Fence	7,400 rod	8.00	59,200.00
Type 3 Fence	86 rod	24.00	2,064.00
12' Type 2 Single Gates	4 only	100.00	400.00
16' Type 2 Single Gates	3 only	125.00	375.00
16' Type 3 Single Gates	1 only	200.00	200.00
Salvaging Type 2 Fence	120 rod	2.50	300.00
Type 2 Fence Salvated	120 rod	2.50	300.00
Cattle Guards	4 only	1,200.00	4,800.00
Roadside Seeding	180 acre	125.00	22,500.00
Roadside Mulching	70 acre	140.00	9,800.00
Grass Seed, Crested Wheatgrass	1,800 lb.	0.75	1,350.00

Grass Seed, Hard Fescue	900 lb.	$ 0.75	$	675.00
Grass Seed, Big Sherman Bluegrass	900 lb.	0.75		675.00
Inorganic Fertilizer, 10-16-8	740 CWT	7.00		5,180.00
Furnishing Field Laboratory Building	All Required			500.00
Drilling Wells, 0-50 Feet Deep	2 only	300.00		600.00
Drilling Wells, 50-100 Feet Deep	100 lin.ft.	7.00		700.00
Drilling Wells, 100-150 Feet Deep	100 lin.ft.	8.00		800.00
Drilling Wells, 150-200 Feet Deep	100 lin.ft.	8.00		800.00
Furnish and Install Well Casing	120 lin.ft.	4.00		480.00
Develop Wells	2 only	200.00		400.00
Pumping Test	12 hour	14.00		168.00
Standby Time	20 hour	11.00		220.00
			$2,913,805.50	
Flagging (57½ of Contractor's Cost)	All Required		$	5,000.00
Relocate Sewage Pump	All Required			2,500.00
Clean Out Pipe (Sta. 1172+42)	All Required			200.00
Test Existing Siphons	All Required			800.00
Re-establish Water System	All Required			300.00
Temporary Signing	All Required			9,500.00
R.R. Protective Costs	All Required			1,000.00
Re-establish Irrigation Supply	All Required			1,360.00
			$	20,660.00
Utilities				
Pacific Gas Transmission Co.	All Required		$	30,244.00
Umatilla Electric Cooperative Assoc.	All Required			3,000.00
Pacific Northwest Bell Telephone	All Required			595.00
Pacific Power and Light	All Required			167.28
Columbia Basin Electric Coop.	All Required			500.00
			$	34,506.28
	Subtotal		$2,968,971.78	
	10% Engr. & Cont.			296,896.22
			$3,265,868.00	

Type Code X020
Bridge Nos. 5204A & 5204B Butter Creek Bridges (Sta. 1008+19 - Sta. 1008+99)

Remove Existing Butter Creek Bridge	All Required		$	4,000.00
Shoring, Cribbing, etc.	All Required			3,000.00
Structural Excavation	100 cu.yd.	$ 7.00		700.00
Structural Excavation Below Elevation Shown	10 cu.yd.	10.00		100.00
Furnish 10 BP 42 Steel Piling	2,860 lin.ft.	5.50		15,730.00
Drive Steel Piles	44 only	90.00		3,960.00

Splice Steel Piles	10 only	$ 40.00	$ 400.00
Class "A" Concrete (414 cu.yd. @ $90.00)	All Required		37,260.00
Metal Reinforcement (90,000 lbs. @ $0.14	All Required		12,600.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	30 lin.ft.	$ 4.00	120.00
			$ 77,870.00

Type Code X023
Bridge No. 5203A Westland Irrig. Canal Bridge (Sta. 939+24.02 - Sta. 939+54.02)

Remove Existing Westland Irrigation Canal Bridge	All Required		$ 5,000.00
Trench Excavation	1,000 cu.yd.	$ 6.00	6,000.00
Class "A" Concrete (625 cu.yd. @ $90.00)	All Required		56,250.00
Metal Reinforcement (118,000 lbs. @ $0.14)	All Required		16,520.00
			$ 83,770.00
	Subtotal		$ 161,640.00
	10% Engr. & Cont.		16,164.00
	Total		$ 177,804.00

Length of Roadway	10.666 Miles
Length of Structures (4)	0.000 Mile (Exceptions)
Length of Structures (2)	0.020 Mile
Total	10.686 Miles

Cost of Roadway Per Mile - - - - - - - $306,218.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,265,868.00	$3,013,000.00	$252,868.00
Structures	177,804.00	164,000.00	13,804.00
Subtotal	$3,443,672.00	$3,177,000.00	$266,672.00
Utility Right of Way	500.00	450.00	50.00
Total	$3,444,172.00	$3,177,450.00	$266,722.00

Work by Pacific Power and Light Co.

Labor		$196.71
Transportation		22.00
General Overhead		21.87
	Subtotal	$240.58
Salvage		$ 73.30
	Total (Lump Sum)	$167.28

MORROW CO. LINE-STANFIELD JCT. SECTION

PROJECT NO. I-80N-5(21)176

Work by Pacific Gas Transmission Company

Labor	$ 6,303
Construction	4,096
Materials and Supplies	29,910
Equipment	1,970
Miscellaneous Costs	13,629
Salvage	(10,014)
Total Cost	$45,894

State's Share $\frac{259}{393} \times 45,894 = \$30,244$

PGT's Share $\frac{134}{393} \times 45,894 = \$15,650$

UPRR Protective Service

Engineer Inspector for one month with headquarters in Portland, Oregon.

Engineer Inspector @ $730 per mo.	$ 730
Payroll Additives 30%	219
Total Labor	$ 949
Expenses, 20 days @ $12	$ 240
Equipment Rental 20 days @ $9.50	190
	$ 430
Total RR Protective Cost	$ 1,379
State Will Pay	$ 1,000

Work by Pacific N.W. Bell Telephone Co.

Labor	$ 198
Overhead	67
Material & Supplies	146
Material Recovered	(9)
Pole-Cost Differential	121
Equipment	33
Board and Lodging	39
Total	$ 595

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(21)176

MORROW CO. LINE-STANFIELD JCT. SECTION

OF THE OLD OREGON TRAIL HIGHWAY IN

UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 19, 1966

Type Code 6201
Grade and Pave (Sta. ~~742+00~~ to Sta. 1330+00) 765+79.2

Clearing and Grubbing	All Required		$	30,000.00
Ditch Excavation, Unclassified	4,800	cu.yd.	$ 2.50	12,000.00
General Excavation, Unclassified	1,315,000	cu.yd.	0.30	394,500.00
Overhaul	610,000	C-yd.sta.	0.40	244,000.00
Special Borrow Excavation, Unclass.	301,000	cu.yds.	0.60	180,600.00
Topsoil	66,600	cu.yds.	2.50	166,500.00
Gravel Blanket	30,500	cu.yds.	1.25	38,125.00
Finishing Roadbed and slopes	All Required			15,000.00
Trench Excavation	7,200	cu.yds.	3.00	21,600.00
Watering	33,000	M-gal.	3.00	99,000.00
Obliteration of Roadway	2	sta.	100.00	200.00
3/4"-0 Material in Base	43,500	ton	1.35	58,725.00
Plant Mix Stone Base	357,000	ton	1.35	481,950.00
Bituminous Base Mixture	48,100	ton	3.00	144,300.00
Asphalt in Bituminous Base Mixture	2,200	ton	33.00	72,600.00
3/4"-0 Aggregate in Prime Coat	2,100	cu.yd.	4.50	9,450.00
MC-2 Asphalt in Prime Coat	320	ton	50.00	16,000.00
RS-1 Asphalt in Tack Coat	21	ton	60.00	1,260.00
Class "B" Asphalt Concrete Mixture	99,600	ton	3.25	323,700.00
Asphalt Cement in Mixture	5,500	ton	33.00	181,500.00
Class "A" Concrete in Irrigation Struc.	96	cu. yd.	95.00	9,120.00
Metal Reinforcement in Irrigation Struc.	5,600	lb.	0.15	840.00
Class "A" Concrete in Box Culverts	740	cu.yd.	85.00	62,900.00
Metal Reinforcement in Box Culverts	179,000	lb.	0.15	26,850.00
Sewage Sump Chamber	All Required			2,000.00
Concrete Ditch Lining	430	sq.yd.	8.00	3,440.00
12-inch Culvert Pipe	320	lin.ft.	3.75	1,200.00
15-inch Culvert Pipe	2,500	lin.ft.	4.25	10,625.00
18-inch Culvert Pipe	1,500	lin.ft.	5.00	7,500.00
24-inch Culvert Pipe	1,020	lin.ft.	8.00	8,160.00
36-inch Culvert Pipe	2,800	lin.ft.	14.50	40,600.00
48-inch Culvert Pipe	860	lin.ft.	25.00	21,500.00
30-inch Arch-Type Pipe	620	lin.ft.	13.00	8,060.00
36-inch Arch-Type Pipe	70	lin.ft.	15.00	1,050.00
42-inch Arch-Type Pipe	400	lin. ft.	19.00	7,600.00
60-inch Arch-Type Pipe	56	lin.ft.	35.00	1,960.00
18-inch Siphon Pipe	540	lin.ft.	7.00	3,780.00
24-inch Siphon Pipe	230	lin. ft.	9.00	2,070.00

30-inch Siphon Pipe	170	lin.ft.	$ 12.00	$ 2,040.00
12-inch Galv. Steel Asm. or Hal; Abs. Prot. San. Sew. Pipe, 16 Ga.	500	lin.ft.	4.50	2,250.00
8-inch Drain Pipe	500	lin.ft.	2.50	1,250.00
12-inch Drain Pipe	770	lin.ft.	3.75	2,887.50
6-inch Coated Steel Pipe	160	lin.ft.	4.50	720.00
18-inch Coated Steel Pipe	400	lin.ft.	15.00	6,000.00
Salvaging and Re-laying Pipe	380	lin.ft.	3.00	1,140.00
Salvaging Ditch Outlets	28	only	25.00	700.00
15-inch Culvert End Sections	14	only	35.00	490.00
18-inch Culvert End Sections	1	only	40.00	40.00
24-inch Culvert End Sections	3	only	55.00	165.00
36-inch Culvert End Sections	3	only	135.00	405.00
Concrete Inlets, Type C-1	6	only	150.00	900.00
Concrete Inlets, Type C-2M	27	only	175.00	4,725.00
Concrete Curbs	110	cu.yd.	55.00	6,050.00
Extra for A.C. Conc. Approaches	22	only	35.00	770.00
A.C. Conc. Curbs	1,140	lin.ft.	1.00	1,140.00
Guide Posts, W-1	380	only	7.50	2,850.00
Guide Posts, Y-2	300	only	8.00	2,400.00
Guide Posts, Y-3	8	only	9.00	72.00
Guard Rail	14,400	lin.ft.	2.50	36,000.00
Type 2 Barricade	800	lin.ft.	4.00	3,200.00
Rail End Pieces	50	only	5.00	250.00
Guard Rail Blocks	1,100	only	1.75	1,925.00
Extra Guard Rail Posts	90	only	10.00	900.00
Extra for Painting Rails	1,900	lin.ft.	0.25	475.00
Salvaging Type 2 Barricade	3,000	lin.ft.	1.50	4,500.00
Salvaging Portable Barricade	8	only	3.00	24.00
Guard Rail-Salvaged Barricade	850	lin.ft.	1.50	1,275.00
Type 2 Barricade-Salvaged Barricade	2,300	lin.ft.	1.50	3,450.00
Portable Barricade-Salvaged Portable Barricade	8	only	5.00	40.00
Type 1 Fence	160	rod	7.00	1,120.00
Type 2 Fence	7,400	rod	8.00	59,200.00
Type 3 Fence	86	rod	24.00	2,064.00
12' Type 2 Single Gates	4	only	100.00	400.00
16' Type 2 Single Gates	3	only	125.00	375.00
16' Type 3 Single Gates	1	only	200.00	200.00
Salvaging Type 2 Fence	120	rod	2.50	300.00
Type 2 Fence Salvaged	120	rod	2.50	300.00
Cattle Guards	4	only	1,200.00	4,800.00
Roadside Seeding	180	acre	125.00	22,500.00
Roadside Mulching	70	acre	140.00	9,800.00
Grass Seed, Crested Wheatgrass	1,800	lb.	0.75	1,350.00
Grass Seed, Hard Fescue	900	lb.	0.75	675.00
Grass Seed, Big Sherman Bluegrass	900	lb.	0.75	675.00
Inorganic Fertilizer, 10-16-8	740	cwt	7.00	5,180.00
Furnishing Field Laboratory Building	All	Required		500.00
Drilling Wells, 0-50 Feet Deep	2	only	300.00	600.00
Drilling Wells, 50-100 Feet Deep	100	lin.ft.	7.00	700.00
Drilling Wells, 100-150 Feet Deep	100	lin.ft.	8.00	800.00
Drilling Wells, 150-200 Feet Deep	100	lin.ft.	8.00	800.00

Furnish and Install Well Casing	120 lin.ft.	$ 4.00	$	480.00
Develope Wells	2 only	200.00		400.00
Pumping Test	12 hr.	14.00		168.00
Standby Time	20 hr.	11.00		220.00
				$2,912,905.50
Flagging (57½ of Contractors Cost)	All Required		$	5,000.00
Relocate Sewage Pump	All Required			2,500.00
Clean Out Pipe (Sta. 1172+42)	All Required			200.00
Test Existing Siphons	All Required			800.00
Re-establish Water System	All Required			300.00
Temporary Signing	All Required			9,500.00
R.R. Protective Costs	All Required			1,000.00
			$	19,300.00

Utilities

Pacific Gas Transmission Co.	All Required		$	30,244.00
Umatilla Electric Co-operative Assoc.	All Required			3,000.00
Pacific Northwest Bell Telephone	All Required			1,000.00
Columbia Basin Electric Co-op	All Required			500.00
			$	34,744.00
	Subtotal			$2,966,949.50
	10% Engr. & Cont.			296,694.50
				$3,263,644.00

Type Code K020
Bridge Nos. 5204A & 5204B Butter Creek Bridges (Sta. 1008+19-Sta. 1008+99)

Remove Existing Butter Creek Bridge	All Required	$	$	4,000.00
Shoring, Cribbing, Etc.	All Required			3,000.00
Structural Excavation	100 cu.yd.	7.00		700.00
Structural Excavation Below Elevations Shown	10 cu.yd.	10.00		100.00
Furnish 10 BP 42 Steel Piling	2,860 lin.ft.	5.50		15,730.00
Drive Steel Piles	44 only	90.00		3,960.00
Splice Steel Piles	10 only	40.00		400.00
Class "A" Concrete (414 Cu.yd.@$90.00)	All Required			37,260.00
Metal Reinforcement (90,000 Lbs.@$0.14)	All Required			12,600.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	30 lin.ft.	4.00		120.00
			$	77,870.00

Type Code X023
Bridge No. 5203A Westland Irrig. Canal Bridge (Sta. 939+24.02-Sta. 939+54.02)

Remove Existing Westland Irrigation Canal Bridge	All Required $		$ 5,000.00
Trench Excavation	1,000 cu.yd.	6.00	6,000.00
Class "A" Concrete(625 cu.yd.@$90.00)	All Required		56,250.00
Metal Reinforcement(118,000 lbs.@$0.14)	All Required		16,520.00
			$ 83,770.00
	Subtotal		$ 161,640.00
	10% Engr. & Cont.		16,164.00
	Total		$ 177,804.00

Length of Roadway - - - - - - - - 10.666 ~~11.115~~ Miles
Length of Structure(2) - - - - - 0.020 Miles

Total ~~11.135~~ 10.686 Miles

Cost of Roadway Per Mile ~~$293,625.19~~ 305,985.74

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,263,644.00	$3,010,000.00	$253,644.00
Structures	177,804.00	164,000.00	13,804.00
Subtotal	$3,441,448.00	$3,174,000.00	$267,448.00
Retained in Program Status Utility Right of Way	500.00	450.00	50.00
Total	$3,441,948.00	$3,174,450.00	$267,498.00

MORROW CO. LINE-STANFIELD JCT. SECTION

PROJECT NO. I-80N-5(21)176

Work by Pacific Gas Transmission Company

Labor		$ 6,303.00
Construction		4,096.00
Materials and Supplies		29,910.00
Equipment		1,970.00
Miscellaneous Costs		13,629.00
Salvage		(10,014.00)
	Total Cost	$ 45,894.00
State's Share	$\frac{259}{393}$ x $ 45,894 =	$ 30,244.00
FGT's Share	$\frac{134}{393}$ x $ 45,894 =	$ 15,650.00

UPRR Protective Service

Engineer Inspector for one month with headquarters in Portland, Oregon

Engineer Inspector @ $730 per. mo.	$ 730.00
Payroll Additives 30%	219.00
Total Labor	$ 949.00
Expenses, 20 days @ $12.00	$ 240.00
Equipment Rental, 20 days @ $9.50	190.00
	$ 430.00
Total RR Protective Cost	$ 1,379.00
State Will Pay	$ 1,000.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(21)176

MORROW CO. LINE-STANFIELD JCT. SECTION

OF THE OLD OREGON TRAIL HIGHWAY IN

UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 29, 1965

Type Code 6201
Grade and Pave (Sta. 742+00 to Sta. 1330+00)

Clearing and Grubbing	All Required		$ 30,000.00
Ditch Excavation, Unclassified	4,800 cu.yd.	$ 2.50	12,000.00
General Excavation, Unclassified	1,315,000 cu.yd.	0.33	433,950.00
Overhaul	610,000 C-yd.sta.	0.40	244,000.00
Special Borrow Excavation, Unclassified	301,000 cu.yd.	0.60	180,600.00
Topsoil	66,600 cu.yd.	2.50	166,500.00
Gravel Blanket	30,500 cu.yd.	1.25	38,125.00
Finishing Roadbed and Slopes	All Required		15,000.00
Trench Excavation	7,200 cu.yd.	3.00	21,600.00
Watering	33,000 M-gal.	3.00	99,000.00
Obliteration of Roadway	2 sta.	100.00	200.00
3/4"-0 Material in Base	43,500 ton	1.35	58,725.00
Plant Mix Stone Base	357,000 ton	1.35	481,950.00
Bituminous Base Mixture	48,100 ton	3.00	144,300.00
Asphalt in Bituminous Base Mixture	2,200 ton	33.00	72,600.00
3/4"-0 Aggregate in Prime Coat	2,100 cu.yd.	4.50	9,450.00
MC-2 Asphalt in Prime Coat	320 ton	50.00	16,000.00
RS-1 Asphalt in Tack Coat	21 ton	60.00	1,260.00
Class "B" Asphalt Concrete Mixture	99,600 ton	3.25	323,700.00
Asphalt Cement in Mixture	5,500 ton	33.00	181,500.00
Class "A" Concrete in Irrigation Structures	96 cu.yd.	95.00	9,120.00
Metal Reinforcement in Irrigation Structures	5,600 lb.	0.15	840.00
Class "A" Concrete in Box Culverts	740 cu.yd.	85.00	62,900.00
Metal Reinforcement in Box Culverts	179,000 lb.	0.15	26,850.00
Sewage Sump Chamber	All Required		2,000.00
Concrete Ditch Lining	430 sq.yd.	8.00	3,440.00
12-inch Culvert Pipe	320 lin.ft.	3.75	1,200.00
15-inch Culvert Pipe	2,500 lin.ft.	4.25	10,625.00
18-inch Culvert Pipe	1,500 lin.ft.	5.00	7,500.00
24-inch Culvert Pipe	1,020 lin.ft.	8.00	8,160.00
36-inch Culvert Pipe	2,800 lin.ft.	14.50	40,600.00
48-inch Culvert Pipe	860 lin.ft.	25.00	21,500.00
30-inch Arch-Type Pipe	620 lin.ft.	13.00	8,060.00

36-inch Arch-Type Pipe	70 lin.ft.	$ 15.00	$ 1,050.00
42-inch Arch-Type Pipe	400 lin.ft.	19.00	7,600.00
60-inch Arch-Type Pipe	56 lin.ft.	35.00	1,960.00
18-inch Siphon Pipe	540 lin.ft.	7.00	3,780.00
24-inch Siphon Pipe	230 lin.ft.	9.00	2,070.00
30-inch Siphon Pipe	170 lin.ft.	12.00	2,040.00
12-inch Galv. Steel Ann. or Hel., Abs. Prot. San. Sew. Pipe, 16 Ga.	500 lin.ft.	4.50	2,250.00
8-inch Drain Pipe	500 lin.ft.	2.50	1,250.00
12-inch Drain Pipe	770 lin.ft.	3.75	2,887.50
6-inch Coated Steel Pipe	160 lin.ft.	4.50	720.00
18-inch Coated Steel Pipe	400 lin.ft.	15.00	6,000.00
Salvaging and Re-laying Pipe	380 lin.ft.	3.00	1,140.00
Salvaging Ditch Outlets	28 only	25.00	700.00
15-inch Culvert End Sections	14 only	35.00	490.00
18-inch Culvert End Sections	1 only	40.00	40.00
24-inch Culvert End Sections	3 only	55.00	165.00
36-inch Culvert End Sections	3 only	135.00	405.00
Concrete Inlets, Type G-1	6 only	150.00	900.00
Concrete Inlets, Type G-2M	27 only	175.00	4,725.00
Concrete Curbs	110 cu.yd.	55.00	6,050.00
Extra for A.C. Conc.Approaches	22 only	35.00	770.00
A.C. Conc. Curbs	1,140 lin.ft.	1.00	1,140.00
Guide Posts, W-1	380 only	7.50	2,850.00
Guide Posts, Y-2	300 only	8.00	2,400.00
Guike Posts, Y-3	8 only	9.00	72.00
Guard Rail	14,400 lin.ft.	2.50	36,000.00
Type 2 Barricade	800 lin.ft.	4.00	3,200.00
Rail End Pieces	50 only	5.00	250.00
Guard Rail Blocks	1,100 only	1.75	1,925.00
Extra Guard Rail Posts	90 only	10.00	900.00
Extra for Painting Rails	1,900 lin.ft.	0.25	475.00
Salvaging Type 2 Barricade	3,000 lin.ft.	1.50	4,500.00
Salvaging Portable Barricade	8 only	3.00	24.00
Guard Rail-Salvaged Barricade	850 lin.ft.	1.50	1,275.00
Type 2 Barricade- Salvaged Barricade	2,300 lin.ft.	1.50	3,450.00
Portable Barricade - Salvaged Portable Barricade	8 only	5.00	40.00
Type 1 Fence	160 rod	7.00	1,120.00
Type 2 Fence	7,400 rod	8.00	59,200.00
Type 3 Fence	86 rod	24.00	2,064.00
12' Type 2 Single Gates	4 only	100.00	400.00
16' Type 2 Single Gates	3 only	125.00	375.00
16' Type 3 Single Gates	1 only	200.00	200.00
Salvage Type 2 Fence	120 rod	2.50	300.00
Type 2 Fence Salvage	120 Rod	2.50	300.00
Cattle Guards	4 only	1,200.00	4,800.00
Seeding	180 acre	125.00	22,500.00
Mulching	70 acre	140.00	9,800.00
Grass Seed, Crested Wheatgrass	1,800 lb.	0.75	1,350.00
Grass Seed, Hard Fescue	900 lb.	0.75	675.00

Grass Seed, Big Sherman Bluegrass	900 lb.	$ 0.75	$ 675.00
Inorganic Fertilizer, 10-16-8	740 cwt.	7.00	5,180.00
Furnishing Field Laboratory Building	All Required		500.00
			$2,948,187.50
Flagging (57½% Contractors Cost)	All Required		$ 5,300.00
Relocate Sewage Pump	All Required		2,500.00
Clean out Pipe (Sta. 1172+42)	All Required		200.00
Test Existing Siphons	All Required		800.00
Re-establish Water System	All Required		300.00
Provide 2 Wells	All Required		4,500.00
			$ 13,300.00
Utilities			
Pacific Gas Transmission Co.			$ 30,244.00
Umatilla Electric Co-operative Assoc.			3,500.00
Pacific Northwest Bell Telephone			1,000.00
			$ 34,744.00
	Subtotal		$2,996,231.50
	10% Engr. & Cont.		299,622.50
	Total		$3,295,854.00

Type Code X771
Bridge No. 9541 Hermiston Interchange (Sta. 1056+55.68)

Shoring, Cribbing, etc.	27% All Required		$ 1,620.00
Structural Excavation	135 cu.yd	$ 5.00	675.00
Structural Excavation Below Elevations Shown	15 cu.yd.	5.00	75.00
Furnish Treated Timber Piling	3,105 lin.ft.	1.50	4,657.50
Drive Timber Piles	106 only	80.00	8,480.00
Class "A" Concrete(2,743 cu.yd.@$90.00)	All Required (27%)		66,654.90
Metal Reinforcement (485,300 lb.@0.13)	All Required (29%)		18,295.81
Structural Steel(Carbon 225,700 lb.@$0.32) (Low Alloy 1,228,800 lb.@$0.33)	All Required (26%)		124,209.28
Metal Parapet Railing	633 lin.ft.	6.50	4,114.50
Preparation of Slopes	350 sq.yd.	2.00	700.00
Concrete Slab Riprap	350 sq.yd.	7.00	2,450.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	155 lin.ft.	4.00	620.00
6-inch Standard Steel Pipe	55 lin.ft.	15.00	825.00
			$ 233,376.99

Type Code X771
Bridge No. 9422 Meadow Road U'xing (Sta.1287+75.77)

Shoring, Cribbing, etc.	15% All Required		$ 900.00
Structural Excavation	75 cu.yd.	$ 5.00	375.00
Structural Excavation Below Elevations Shown	10 cu.yd.	5.00	50.00
Furnish Treated Timber Piling	4,840 lin.ft.	1.50	7,260.00
Drive Timber Piles	107 only	80.00	8,560.00
Class "A" Concrete (2,743 cu.yd.@$90.00)	All Required (22%)		54,311.40

Metal Reinforcement (485,300 lb. @ $0.13)		All Required		(19%)	$ 11,986.91
Structural Steel (Carbon 225,700 lb. @ $0.32) (Low Alloy 1,228,800 lb. @ $0.33)		All Required		(20%)	95,545.60
Metal Parapet Railing		602 lin.ft.	$	6.50	3,913.00
Preparation of Slopes		290 sq.yd.		2.00	580.00
Concrete Slab Riprap		290 sq.yd.		7.00	2,030.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating		170 lin.ft.		4.00	680.00
6-inch Standard Steel Pipe		55 lin.ft.		15.00	825.00
					$ 187,016.91

Type Code X771
Bridge No. 9540 Meadow Valley Interchange (Sta. 926+50.12)

Shoring, Cribbing, etc.	33%	All Required			$ 1,980.00
Structural Excavation		165 cu.yd.	$	5.00	825.00
Structural Excavation Below Elevations Shown		15 cu.yd.		5.00	75.00
Furnish Treated Timber Piling		1,440 lin.ft.		1.50	2,160.00
Drive Timber Piles		88 only		80.00	7,040.00
Class "A" Concrete (2,743 cu.yd. @ $90)		All Required		(26%)	64,186.20
Metal Reinforcement (485,300 lb. @ $0.13)		All Required		(29%)	18,295.81
Structural Steel (Carbon 225,700 lb. @ $0.32) (Low Alloy 1,228,800 lb. @ $0.33)		All Required		(33%)	157,650.24
Metal Parapet Railing		676 lin.ft.		6.50	4,394.00
Preparation of Slopes		475 sq.yd.		2.00	950.00
Concrete Slab Riprap		475 sq.yd.		7.00	3,325.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating		170 lin.ft.		4.00	680.00
6-inch Standard Steel Pipe		55 lin.ft.		15.00	825.00
					$ 262,386.25

Type Code X771
Bridge No. 9539 Ordnance Interchange (Sta. 799+00)

Shoring, Cribbing, etc.	25%	All Required			$ 1,500.00
Structural Excavation		125 cu.yd.	$	5.00	625.00
Structural Excavation Below Elevation Shown		10 cu.yd.		5.00	50.00
Furnish Treated Timber Piling		2,640 lin.ft.		1.50	3,960.00
Drive Timber Piles		106 only		80.00	8,480.00
Class "A" Concrete (2,743 cu.yd. @ $90.00)		All Required		(25%)	61,717.50
Metal Reinforcement (485,300 lb. @ $ 0.13)		All Required		(23%)	14,510.47
Structural Steel (Carbon 225,700 lb. @ $ 0.32) (Low Alloy 1,228,800 lb. @ $ 0.33)		All Required		(21%)	100,322.88

Metal Parapet Railing	589 lin.ft.	$ 6.50	$ 3,828.50
Preparation of Slopes	285 sq.yd.	2.00	570.00
Concrete Slab Riprap	285 sq.yd.	7.00	1,995.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	155 lin.ft.	4.00	620.00
6-inch Standard Steel Pipe	55 lin.ft.	15.00	825.00
			$ 199,004.35

Type Code X020
Bridge Nos. 5204A & 5204B Butter Creek Bridges (Sta. 1008+19 - Sta. 1008+99)

Remove Existing Butter Creek Bridge	All Required		$ 2,000.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	100 cu.yd.	$ 7.00	700.00
Structural Excavation Below Elevations Shown	10 cu.yd.	10.00	100.00
Furnish 10 BP 42 Steel Piling	2,860 lin.ft.	5.00	14,300.00
Drive Steel Piles	44 only	90.00	3,960.00
Splice Steel Piles	10 only	40.00	400.00
Class "A" Concrete (414 cu.yd. @ $85.00)	All Required		35,190.00
Metal Reinforcement(90,000 lbs. @ $0.13)	All Required		11,700.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	30 lin.ft.	4.00	120.00
6-inch Standard Steel Pipe	10 lin.ft.	12.00	120.00
			$ 73,590.00

Type Code X023
Bridge No. 5203A Westland Irrig. Canal Bridge (Sta. 939+24.02 - Sta. 939+54.02)

Remove Existing Westland Irrigation Canal Bridge	All Required		$ 5,000.00
Trench Excavation	1,000 cu.yd.	$ 6.00	6,000.00
Class "A" Concrete (625 cu.yd. @ $90.00)	All Required		56,250.00
Metal Reinforcement(118,000 lb.@ $0.13)	All Required		15,340.00
			$ 82,590.00

Subtotal	$1037,964.50
10% Engr. & Cont.	103,795.50
Total	$1141,760.00

Length of Roadway - - - - - - - - - - 11.115 miles

Length of Structure (6)- - - - - - - 0.020 mile
11.135 miles

Cost of Roadway Per Mile - $ 296,523.07

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,295,854.00	$3,040,000.00	$255,854.00
Structures	1,141,760.00	1,053,000.00	88,760.00
Subtotal	$4,437,614.00	$4,093,000.00	$344,614.00
Retained in Program Status			
Utility Right of Way	500.00	450.00	50.00
	$4,438,114.00	$4,093,450.00	$344,664.00

MORROW CO. LINE-STANFIELD JCT. SECTION

PROJECT NO. I-80N-5(21)176

Work By Pacific Gas Transmission Company

Labor	$ 6,303
Construction	4,096
Materials and Supplies	29,910
Equipment	1,970
Miscellaneous Costs	13,629
Salvage	(10,014)
Total Cost	$ 45,894

State's Share $\frac{259}{393}$ X 45,894 = $30,244

P.G.T.'s Share $\frac{134}{393}$ X 45,894 = $15,650

RECEIVED
JUN 28 1968

I-80N-5(21)176
6795

June 28, 1968

The Fidelity & Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Gentlemen:

A post-final payment for $10,114.44 will be made to Rogers Construction Company on Contract No. 6795 for grading, paving, and structures on the Morrow County Line-Stanfield Junction Section of the Old Oregon Trail in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,596,331.56 including the post-final payment. Of the total $26,922.63 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

C. H. Maison
Attn: John Herr

RECEIVED

FORM E-30X 50M 2-66 SP*23500-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1968

SUBJECT: Morrow Co. Line-Stanfield Junction
Contract No. 6795
Special Borrow Overrun Claim

To: MEMO TO THE FILES

This date I discussed with Bureau of Public Roads' Area Engineer Nichols the claim presented by Rogers Construction Company arising from the special borrow overrun on this project. Basis of the claim and the amounts are set forth in more detail in my February 6, 1968 letter to Mr. Shirley.

I anticipate no difficulty in getting Bureau of Public Roads' participation in Part 1 of the claim which is in the amount of $10,114.44 as reimbursement for royalty on material secured from private sources. Mr. Stein has checked the final contract payment records available here and confirms a private borrow quantity of 441,938 cubic yards, which agrees quite closely with the quantity derived in the field. Actually, the contractor's claim is based on a lesser quantity, so the exact yardage here is not pertinent. Quantity data derived by Mr. Stein is shown on the attached project plan sheet.

The second part of the claim, wherein the contractor seeks payment for all sprinkling water, is still not adequately explained. We cannot agree with the contractor's stated basis for the claim, which is to the effect that simply by definition, the optional material sources became mandatory material sources. This in no way takes into account the 10 cents per yard difference in price between special borrow and general excavation, which amounts to some $32,732.

There could conceivably be a basis for an adjustment in such a heavy overrun situation for other reasons, such as a difference in the character of the overrun special borrow material causing it to require more water than the material from the plan sources, or a change in the haul pattern requiring longer haul of the overrun material compared to the planned distribution, or a change in the source of the sprinkling water involving changes in unit cost on the overrun quantity. From the information available, none of these things occurred. The claim is based merely on a definition of sources, which simply is not in accordance with the specifications.

It should be noted that the sprinkling water already paid under the contract also overran (53.3%), so there appears to be no basis for adjustment on the regular sprinkling water bid item because of an underrun. General excavation underran only 15.3%; overhaul underran 9%, neither of which are substantial enough changes to justify adjustment in compensation.

The situation here may be close to the classic claim circumstance where a loss item is overrun. The question under the specifications should be whether there was a change in the contractor's unit cost, whatever it was. From the information available up to this time, we find no proof of a change in cost and therefore no basis to make adjustment.

We would readily recommend payment of Part 1 of the claim, but can not sanction payment of Part 2.

John A. Bond
Staff Assistant

JAB:fw
Attach.
cc: F. B. Klabee ✓
A. F. Person - Please reply to the contractor's December 13, 1967 letter accordingly.

RECEIVED
JAN 25 1968
COMMISSIONERS
FOR FILING
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
I-8CN-5(21)176
6715

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
January 23, 1968

Continental Insurance Companies
317 S.W. Alder Street
Portland, Oregon 97204

NOTED
R. L. PORTER

Attention: Mr. J.L. Shoffstall
Supervising Adjuster

Re: Insured : Rogers Construction Company
Claimant : Dwight Hulit
Your File: 131 GLP 43105
Date/Loss: 4/67
Our File : R-38382 - Contract #6795
Morrow County Line-Bucks Corner Section
Old Oregon Trail Highway

Gentlemen:

Upon receipt of your letter of January 8, 1968, we again reviewed this matter and are obliged to reject your tender to the State of Mr. Hulit's claim.

If we correctly apprehend the import of your letter, it is that Rogers Construction Company has no responsibility because the work in question was done by a separate "force account work order."

First, we remark that the work was not done under an extra work order or on a force account basis, but pursuant to Price Agreement No. 7, dated July 25, 1966.

More significantly, it is our position that the contract makes the contractor responsible for, and requires that he indemnify the State against, claims arising from the performance of "work to be done under the contract," and that work done under the contract includes work done under either extra work orders or price agreements.

Accordingly, the State will look to you and your insured for protection and indemnity against any loss or expense arising out of Mr. Hulit's claim.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
FRANK C. McKINNEY
Assistant Counsel

RECEIVED
JAN 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FCMcK:jw
cc: Mr. R.L. Porter
Mr. F.B. Klaboe
Mr. A.F. Parson
Mr. G.E. Rohde
Mr. J.L. Sollis
Mr. A.H. Johansen

E-123X 10M 6-67

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DEC 1 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-5(N-5(21)176
6795

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Nov. 29, 1967

Mr. A. G. Pieper

Lexington, Oregon

Re: State vs. Pieper, et al
Our File L-5012 R-37974

Dear Mr. Pieper:

Your letter of November 16, 1967, to Mr. Klaboe to the effect that you propose to move to set aside the judgment in the above case has been referred to this office.

Your entire file has been reviewed and the matter discussed with the staff attorney who represented the State in the settlement. Occasion has been had to discuss the matter with the attorney who was representing you at the time.

From the review I can see no occasion for the Highway Commission to change the decision communicated to you in Mr. Klaboe's letter of November 14. We are still of the opinion that all obligations have been more than complied with and are, of course, sorry that you feal to the contrary.

Very truly yours,

RECEIVED
NOV 30 1967
F. B. KLABOE

G. E. ROHDE
Chief Counsel

RECEIVED
NOV 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

GER:ks
cc: The Honorable Raphael R. Raymond
State Senator
Helix, Oregon
F. B. Klaboe

RECEIVED
NOV 10 1967
FOR FILING
I-8(N-5(21)176
6795

November 23, 1967

2161

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Summary Report on the Inspection-in-Depth of Asphalt Concrete Pavement Statewide 1,67

The items as noted in your report on the Inspection-in-Depth on Asphalt Concrete Pavement of November 7 have been reviewed. Following are our comments concerning each item:

Item No. 1 - Straightedge measurements are not recorded.

It is correct that in the past we have not required the recording of data obtained from straightedge checks for determination of smoothness. A check with a straightedge or straightline is most generally used at construction joints and, of course, at other areas as the inspector may think necessary. As an inspector may make numerous checks only to determine whether required smoothness is being obtained, we do not believe it is necessary to make a record of each test. For project record purposes we do think it is in order for the inspector to note in his work diary that the smoothness checks have been made. It may in some cases be necessary to make a more complete report which would include measurements in areas where noncompliance is found.

This matter has already been discussed with our division asphalt people and will be a topic of discussion at this winter's instructional classes.

Item No. 2 - Documentation of Asphalt Quantities.

This item has been given considerable attention this past season. Instructions by letter have been issued to our

field people concerning the necessity to determine the quantities of asphalt delivered to and used at the project. This will also be a topic of discussion at this winter's instructional classes.

The I-5-3(60)175 project (Goshen-Cottage Grove Section) which you mention in the report is a commercial plant.

At some commercial plant operations it is impractical to use the method of substantiation of delivered asphalt quantities as part of the determination of the amount of asphalt used on a given State project. Asphalt from any delivery may be used on State and other projects as well. In these cases, it is considered more feasible to determine the amount of asphalt used by some suitable means which involves the amount of asphalt concrete mix used on the State project only. This may be by a calculated percentage, gauging of tanks, metering or some other similar agreed method.

Item No. 3 - Pickup of asphalt concrete mixes by the pneumatic rollers.

Pickup of fines by rubber-tired rollers is generally caused by a wide variance of temperatures between the asphalt concrete mix and the rubber tires. Therefore, placing a skirt around the roller aids to keep the rubber tires at a warmer temperature in cases of wind and cool weather. Pickup of asphalt coated fines by these rollers has become only a minor problem since the reason for pickup has become generally known. In most cases, there is no reluctance on the part of the contractor to install skirts when needed. This also will be added as a topic of discussion for our classes.

Item No. 4 - Development of a satisfactory method of Checking Tire Pressures on Rollers.

Our present specifications call for minimum requirements of tire pressures on rubber rollers and our field personnel have been assigned the task of enforcement. We know of no major problems regarding this matter, but will continue to keep our field people alert to see that the specified pressures are met.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. W. Clarke
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young

JHW:fw srb

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Morgan
Docker
Barbee
Walker
Swan

RECEIVED
NOV 1 - 1967
CONSTRUCTION DIVISION

Trout
Scott
Wills
Litchfield
Olson

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 7, 1967

In reply refer to: 08-35-DB/439

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Summary of Statewide Inspection-in-Depth of Asphalt Concrete Pavement - 1967 - 35-67-EID (1S)20

We have completed our Statewide inspections-in-depth on the Asphalt Concrete Pavement phase of highway construction.

Our area engineers have inspected four projects in this phase. They were the following:

Burnside - Big Creek Section, F-135(7)
Goshen - Cottage Grove Section, I-5-3(60)175
Harney County Line - Hogback Summit Section, FLH-1(5)
Morrow County Line - Stanfield Junction Section, I-80N-5(21)176

Individual project deficiencies have been discussed with your personnel and you have been furnished with copies of the reports for each project.

Our review indicates the following items are either repetitive or of sufficient importance to merit some consideration for future projects.

1. On all four inspections-in-depth project personnel stated that straightedge measurements of the pavement were being taken to assure compliance with the contract provisions. However, no record of these measurements was being maintained.

We feel that instructions should be issued to the field regarding the permanent recording of straightedging data. This could be in the form of a daily statement by the paving inspector denoting the location where straightedging was done and that the results were in compliance with contract provisions. This would involve no additional "paper work," but would provide documentary evidence of the attainment of the required surface smoothness. We ask your consideration of this and invite your comments.

2. Shortly after our inspection of project FLH-1(5), you issued instructions to the field regarding substantiation of asphalt quantities (OSHD Inter-department correspondence, June 13, 1967). Those instructions

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

stated that some type of a receiving record, in which volume received is measured by weighing in, gauging of the tanks, metering or other suitable methods, was in order.

Our subsequent inspection of project I-5-3(60)175 on July 12, 1967 indicated that these instructions had not yet been incorporated as a standard project procedure. However, our inspection of project F-135(7) on July 26, 1967, did bring out the fact that all asphalt trucks were being weighed to verify the asphalt quantity used.

3. On project F-135(7) it was noted that the rubber-tired breakdown roller was picking up asphalt-coated fines of the mix and their accumulation would then drop to the roadway further along the line. When rolled by a steel-wheeled finishing roller, small slick spots would be imbedded in the surface. This pickup was felt to be due to cooling of the tires in the wind. This situation was also found prevalent on other State projects not included in our inspections-in-depth, when paving under similar weather conditions.

We believe it would be beneficial to enclose the roller wheels with some sort of protective covering such as a shroud afixed to the roller when paving in cool weather. This will help keep the tires hot and reduce, if not eliminate, pickup of the asphalt-coated fines. This was discussed with field personnel in each case observed and local agreement reached and corrective action promised.

4. A satisfactory method of checking tire pressures on rollers and pavers should be developed where appropriate to the equipment in use.

5. In regard to our other findings, remedial action was taken in the field at the time of the inspection.

For a record of all items noted on he individual projects, refer to the inspection-in-depth reports of each project.

We would particularly appreciate your consideration of items 1 and 2 above and welcome your comments concerning them.

RECEIVED
NOV 21 1967

I-8011-5(21)176

6 7 1 -

Lexington, Oregon
November 16, 1967

NOTED
F. B. KLABOE

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: L-5012, R-37974, State of Oregon vs.
A. G. Pieper, et al.
Morrow County
Stanfield Junction Section, Old Oregon
Trail, Umatilla County

Dear Mr. Klaboe:

Thank you for your letter of November 14, 1967. To say the least I was rather disappointed in your refusal to take any further action.

I have no other course but to move to set aside the judgment in that case on a ground of mistake of fact. Various employees who will not be named at this time, of the Oregon State Highway Department have indicated a sympathy with my position and under oath would be willing to testify in my favor.

Unless I hear from you within the next ten (10) days I assume you will standby your decision of November 14th and I will proceed to set aside the judgment.

Sincerely,
A G Pieper
A. G. Pieper
Lexington, Oregon

CC: Senator Raphael Raymond
Oregon State Senate
State Capital
Salem, Oregon 97310

11-20-67
Refer to Rohde
to handle

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NOV 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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6775

2058

November 14, 1967

Mr. A. G. Pieper
Lexington, Oregon

Dear Mr. Pieper:

Re: L-5012, R-37974, State of Oregon vs. A. G. Pieper, et al. Morrow County Line-Stanfield Junction Section, Old Oregon Trail Highway, Umatilla County

In reply to your letter of November 3, I have had the Legal Department, including the trial attorney who participated in the preparation of the Stipulation for Judgment with your attorney, Mr. Gene B. Conklin, completely review the file and Final Judgment.

Our Legal Department has determined that through the Stipulation and Judgment you have been fully and completely compensated for the acquisition of your property including any and all damages to the remaining property.

It is our opinion that since this matter has gone to Judgment, you have been paid the compensation described in the Judgment and the State has fully complied with the Stipulation upon which the Judgment was based, that any further obligation on the part of the State Highway Department has terminated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ralph Sipprell
G. E. Rohde
F. D. Morgan
A. F. Parson

FCMcK:bg srb

cc: The Honorable Raphael R. Raysond
State Senator

Barbee
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RECEIVED
NOV 3 1967
CONSTRUCTION
DIVISION

November 3, 1967
Lexington, Oregon

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: File No. 37974, L-5012-Pieper,
Morrow County - Stanfield Junction, Old
Oregon Trail, Umatilla County

Dear Mr. Klaboe:

Thank you for your letter of November 1, 1967.

I am enclosing a photocopy of that portion of the stipulation for judgment pertaining to Mr. Darrell Maxwell's recommendations. You will note that Mr. Maxwell only made recommendations regarding the ditch.

Consequently, there has been no recommendations made by Mr. Maxwell regarding the roads, approaches, or the underpass.

In view of the low underpass I cannot get out of my field as previously explained.

I have discussed this matter with an attorney and he advises me that due to the fact that I am denied access to my field with the hay trucks that there may be an additional taking of my property by inverse condemnation.

I trust you will reconsider this matter and that some relief may be forthcoming.

Sincerely,

Arnold G. Pieper

Mr. Arnold G. Pieper

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NOV 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Senator Raphael Raymond
Oregon State Senate
Salem, Oregon

(a) The State Highway Commission agrees that the irrigation ditch in the easement described as Parcel No. 2 in the complaint will be constructed so that it will function properly. During the next irrigation this season if there is a question as to the ditch's properly functioning, Darrell Maxwell, Irrigation Extension Agent, or his successor if he is not then the Irrigation Extension Agent in Umatilla County, will be called upon to make recommendations as to the functionability of the ditch, and that his recommendations will be strongly considered by all parties.

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November 1, 1967

Mr. A. G. Pieper
Lexington, Oregon

Dear Mr. Pieper:

Re: File No. 37974, L-5012 - Pieper, Morrow County Line-Stanfield Junction Section Old Oregon Trail, Umatilla County

Reply is made to your letter of October 12 regarding difficulties you believe you have with the State Highway Department after a partial taking of some of your property.

A review of recent correspondence in connection with your complaint has been made by our Construction and Legal Divisions. This study determined that the Highway Department has satisfactorily complied with Mr. Darrell Maxwell's recommendations. Mr. Maxwell, Umatilla County Agent, was by court appointment designated to inspect and pass on this facility.

Mr. Maxwell's review complies with a court approved process as set forth in the condemnation report covering acquisition of your property. As previously stated, the State Highway Department feels that all of the Commitments have been satisfied and that no further action by the State Highway Department is necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe (FBK2017)
F. D. Morgan
G. E. Rohde
D. H. Moehring
A. F. Parson

FDM:fw srb

FORM G-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....Salem Office.....
.....October 25, 1967.....

To: Mr. D. H. Moehring
Right of Way Engineer
O f f i c e

SUBJECT: File No. 37974 L-5012 - Pieper
Morrow County Line-
Bucks Corner Section
Old Oregon Trail Highway
Umatilla County

In response to your request that I review a recent correspondence file assembled in connection with subject file, I am convinced that we have complied with all that we agreed to do in the stipulation, and more.

I have not read Mr. Darrell Maxwell's letter and rely upon Mr. Klaboe's statement that in Mr. Maxwell's opinion the department has satisfactorily complied with his (Mr. Maxwell's) recommendations.

Mr. Maxwell, upon the evidence in the file, was well advised not to couch his statement in terms of our satisfying Mr. Pieper's demands. I have been involved with this case for months and am as convinced as are the engineers in the field that there is no point at which Mr. Pieper will be satisfied. When he gets base rock on a previously non-existent road, then he wants crushed rock, etc.

Mr. Klaboe advised him there was 4" of crushed rock in the underpass so Mr. Pieper wants 4 feet of material taken out so he can pile on two bales higher on his trucks!

This absurdity should be brought to a halt. To my knowledge we have undertaken no obligation which the engineers have not met and Mr. Maxwell approved the operation of the irrigation system for the 1967 season.

J. N. HERSHBERGER
Staff Attorney

JNH/bdr

RECEIVED
OCT 26 1967
RIGHT OF WAY

Assignment FBK 2017

FORM E-30X—30M—7-66 SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1967

To: Mr. D. H. Moehring
Right of Way Engineer
BUILDING

SUBJECT: A. G. Pieper Property
Umatilla County Line
Stanfield Jct. Section
R/W File No. 37974

Herewith a copy of a letter received from Mr. A.G. Pieper regarding subject complaint. This has been a continuing problem with Mr. Pieper. The Construction Department has done everything requested by Mr. Maxwell, Umatilla County Agent, who by Court appointment was to inspect and pass on this facility.

Mr. Pieper will not accept this as a final solution to his complaints. I do not believe that any additional corrective measures will have any effect toward terminating this flow of complaints.

This matter has been handled as set forth in the condemnation report. It would seem that any further satisfaction to Mr. Pieper should be handled by the Legal Department. I would suggest that you consult with Legal Department regarding this complaint.

Atached file should furnish background of this problem.

F. D. Morgan
Construction Engineer

FDM:ss

cc: F. B. Klaboe
A. F. Parson

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Lexington, Oregon
October 12, 1967

Mr. F. B. Claybow
Assistant Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Claybow:

Thank you for your letter of September 12, 1967 regarding my difficulties with the State Highway Department after the partial taking of my property.

I shall enclose a copy of a letter dated August 9, 1967 written to Mr. A. F. Parson, the Chief Engineer for this district in La Grande, Oregon. I feel that this letter is self-explanatory as to some of the difficulties I still encounter as the result of this project.

I shall further attempt to explaint some of the problems encountered after the remedies as contained in your letter of September 12, 1967 were done.

In response to your Paragraph A I would say that a grader did remove material from the northerly side of the irrigation ditch in an attempt to raise the berm. Mr. Hiatt, however, did not contact me prior to the time the work was done and when I arrived on the scene the work was nearly finished. The blade operator dug into the ditch bank and tore up the sod on the level of the field. Had I been there I would have objected strongly to it. The end result was to weaken the existing ditch bank by removing the sod rather than hauling in dirt and pushing it up onto the bank which in my opinion should have been done.

In answer to Paragraph B (1) of your letter of September 12, 1967 the contractor was gracious enough to provide some pit run rock on the road on the northerly side of the highway. When the Berlin Wall was put up this was the best and easiest. This was necessary when it was soon apparent that I could not get out when I lost access to my field and could not move hay underneath the highway through the underpass constructed

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OCT 1 2 1967
CONSTRUCTION
DIVISION

by the State Highway Department and the only alternate route out was over this road lying in a northerly direction. However, I still cannot get out on this road on the north side of the highway after I leave the gravel placed there by the contractor due to sand conditions. If there is irrigation taking place on the north side of the highway we have to get out here.

In answer to Paragraph C it is true that some hay was hauled over the frontage road, however, due to the reduced height of the underpass that portion which was hauled out over this frontage road was an additional expense to me and because of it some of the third cutting of hay was hauled over the road on the northerly side of the highway. In my opinion some work should be done to the frontage road in order to make it usable for the considerable amount of traffic which already uses it.

Mr. Coulter of the State Highway Department advised the Umatilla County Commission that the State would have to provide me with a better road out.

One of the right-of-way men with the State Highway Department advised me that I was to have an irrigation ditch as near like the one I had, a road out, and a way for my stock to get from one field to the other. Now thirteen of the outlets of the irrigation ditch are one foot deeper and one foot wider than the other ten but the contractor put the thirteen down just as deep as he did the ten so I lose that foot and I have to put stop logs in that space. The stop logs will last a couple of years and then rot out because they are in the ground all the time. Several free board slots are broken here and there due to someone's carelessness.

Unfortunately the facilities now constructed will not prove adequate and satisfactory to my needs. I trust that you or some other person who is in a position of responsibility would be in a position to contact me and I would be happy to show you my problems. I realize that you cannot fully understand the problems involved unless you can view the property and the construction mess that has resulted. Mr. Hiatt, Mr. Parsons, Mr. Coulter, and Mr. Smitten, have all looked at the property at

one time or another, however, they have not been present with me. If Mr. Darrell Maxwell and the others would all meet at one time where we could sit down and discuss the mutual responsibilities involved I believe we could settle this matter. I believe the State should be responsible for fixing this road so I can get my hay out and not the County.

I trust that you would be willing to view the property so that you can fully understand my complaints. Please advise!

Yours truly,

A. G. Pieper
Lexington, Oregon

RECEIVED
OCT 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

August 9, 1967
Lexington, Oregon

Mr. A. F. Parson, Chief Engineer
Oregon State Highway Department
La Grande, Oregon

Dear Mr. Parson:

I wish to take this opportunity to thank you or whoever is responsible for the installation of the cattle guard near the Arnold Pieper property on Highway 80N in Umatilla County, Oregon.

On or about May 25, 1967 I wrote to you expressing my dissatisfaction with the irrigation ditch located on my property. Some minor work was done to try to repair the ditch, however, the end result was that the ditch was weakened and still does not meet the general approval of the Hermiston Office of the Soil Conservation Service. I trust that Mr. Maxwell of the Hermiston Office will again be consulted and his recommendations followed in arriving at a satisfactory control for efficient irrigation.

At the present time, a fence has been installed running from underneath two bridges from one highway right-of-way fence underneath the bridge to the other highway right-of-way fence. I would suggest that rather than running these fences underneath the bridge they be tied in to the bridge abruptment. This would eliminate the situation that is now taking place wherein the thistles get caught in the fences causing silt to dam up with the resultant probability of future flooding.

I still lack a satisfactory approach out of my North field. Several yards of rock have been dumped on the trail out from the Beehive area. However, I am in need of some smaller rock to fill in the pockets in the existing rock and need rock hauled approximately three hundred feet along the ditch bank.

During the previous conversation with you the possibility of buying the one-half acre from Mrs. Wood by the State Highway Department was discussed. If this

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could be accomplished I would have a straight approach to the underpass. On the South side of the underpass the turn to the easement or approach is too steep and too soft and too short. A truck and trailer cannot make a turn at this point. Also the road along the canal needs to be rocked so that it will not become full of chuckholes. I will have to use this road when I irrigate as my field gets greasy for three or four days at a time. The last time I tried to get in my field from the South easement there was a drop-off. Does this have to be forever?

I cannot get more than five bales high on a truck through the underpass. If the existing rock and sand could be scraped out of the underpass I could get approximately six bales per load. Under the existing circumstances I have to load five bales high in the field, move the truck and trailer along the ditch bank to the house, then I have to take two tractors and two wagons out to the North field, load them and haul them up to the house and again load the truck and trailer which causes an additional personal expense in time and labor. Prior to the taking by the State Highway Department I had access to my land on both sides of the Highway and did not have to incur the additional time and expense to haul out the hay.

Approximately a year ago when you, Mr. Coulter, Mr. Smitten, and Mr. Hiatt were present with me, you advised that you wished to get this problem settled. Since so little remains to be done I trust that we can accomplish the work on the irrigation ditch to restore it in as near a condition as I had before the taking and that work can be completed so that I may get my crops from the field to the road. With your continued cooperation, I am sure this can be accomplished and that our problems can be mutually settled at the earliest possible date.

Again, I wish to thank you for your efforts in obtaining the stock guards and trust that we may soon resolve our entire problems.

Sincerely,

Arnold Pieper
Lexington, Oregon

COPY

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OCT 23 1967
FOR FILING

I-80N-5(21)176
6795

October 20, 1967

Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6795 awarded to Rogers Construction Co. for grading, paving and structures on the Morrow County Line-Stanfield Junction Section of the Old Oregon Trail in Umatilla County was completed on June 12, 1967, and accepted by the Highway Commission on October 19, 1967.

Final payment in the amount of $122,523.10 will be released to the contractor after October 27, 1967. The total contract amount is $2,586,217.12 including $26,922.03 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Pallett, Fisher & Carlo, Inc.
1001 US National Bank Building
Portland 4, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 19 1967
FOR FILE

I-8CN-5(21)176

6795

October 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 12, 1967, on Contract No. 6795. The contract was with Rogers Construction Company and was for grading, paving, and structures on the Morrow County Line-Stanfield Junction section of the Old Oregon Trail (I-80N) in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 19, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

srb fn

RECEIVED
OCT 19 1967
FOR FILES

I-8(11)-5(21)176

6795

October 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 12, 1967, on Contract No. 6795. The contract was with Rogers Construction Company and was for grading, paving, and structures on the Morrow County Line-Stanfield Junction section of the Old Oregon Trail (I-80N) in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 19, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

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OCT 1 A 1967

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-5(21)176

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6742

DATE: September 29, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer, by G. R. Brooks, District Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Junction Section
Project Acceptance
(Mr. Young's June 16, 1967 letter)

The contract work was completed satisfactorily on June 16, 1967, but the subject letter was not returned because of the unsightly condition of a private borrow source of the contractor.

It was acknowledged that the contractor could not be compelled to trim the borrow pit and level piles of material under the terms of the contract. With this in mind the contractor was asked at the project level if he would perform the work - if he refused it was intended to investigate the possibility of getting the work done on a force account basis. The contractor has indicated he would do the work voluntarily. He has not performed the work as of this date, but the probable reason is that he is using this pit to dispose of debris from the Stanfield Junction - Pendleton project. It is felt that he will do the work when he has no more use for the pit, so force account methods need not be considered any longer.

In regard to this type of blemish, we appreciate your including a specification in the Pendleton Bypass project which gives the State control of the final condition of borrow sources.

Enclosure
Cy OSHD "work complete ltr", 6-16-67

10-3-67
REFERRED TO
By Asst. State Hwy. Engr.
w/ enc.

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OCT 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-R(N-5(21)176
6741

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 13, 1967

Mr. B. D. Isaminger
Attorney at Law
123 S. E. Court Avenue
Pendleton, Oregon

NOTED
R. L. PORTER

Re: File R-38382 - Hulit
Morrow County Line-Bucks Corner Section
Old Oregon Trail Highway

Dear Mr. Isaminger:

I have for reply your letter of August 29, 1967, with respect to your client's problem concerning his pump, well and loss of irrigation water.

I have re-examined our entire file on this matter and, as you were advised by Mr. Alfred Shirley, Jr., Asst. Division Engineer, on March 6, 1967, am unable to find any indication that the State is responsible for your client's difficulties or that the State has in any manner not abided by the terms of the option, including the exhibits attached thereto which was executed by your client in October 1965.

With respect to the contractor, of course I cannot speak for him on this matter. The contractor on this section was Rogers Construction Co., 11760 N. E. Glisan, Portland 97220.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
cc: R. L. Porter
F. B. Klaboe
Rogers Construction Co.
A. F. Parson
Al Johansen
G. E. Rohde

RECEIVED
SEP 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 13, 1967

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon 97220

Re: File R-38382 - Hulit
Morrow County Line-Bucks Corner
Section
Old Oregon Trail Highway

Dear Sirs:

Please find attached hereto copy of letter from Mr. B. D. Isaminger, attorney for Dwight Hulit, from whom the State purchased property for the construction of the above section of highway.

In view of the claim for damages made by Mr. Isaminger and his reference to our contractor, I thought you should be advised of this potential claim.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
cc: R. L. Porter
F. B. Klaboe
A. F. Parson
Al Johansen
G. E. Rohde

RECEIVED
SEP 12 1967
FOR FILING

I-80N-5(21)176
6796

September 12, 1967

Mr. A. G. Pieper
Lexington, Oregon

Dear Mr. Pieper:

Reply is made to your letter of June 10 regarding suggested corrective measures to be taken to provide a satisfactory irrigation system on your property in Umatilla County adjacent to the Morrow County Line-Stanfield Junction Section of the Old Oregon Trail Highway. Please be advised as follows:

A. The height of the ditch berm was raised approximately one foot by blading up material from the northerly side of the irrigation ditch subsequent to your indication to Resident Engineer Hiatt that this would be satisfactory to you. This work has been done.

B. (1) You refer to work done by the contractor on your road northerly of the new highway construction. This is apparently the route providing access from the ditch rider road to the northerly part of your field. This area is beyond any construction activity and not disturbed by highway construction; however, the contractor did place and blade out two scraper loads of pit-run rock on this road at his (the contractor's) own expense.

(2) The equipment underpass is a 14' x 13' reinforced concrete box culvert. Four inches of crushed base material were placed on the bottom to make it usable if at some time a small amount of water should be standing therein.

(3) Regarding your suggestion that property owned by a Mrs. Wood be purchased, Mrs. Wood was contacted and was not interested in selling.

C. Considerable work was done to make the frontage road serving your property usable. This road was used for hauling three cuttings of hay off the land this year. Rock has been placed on the road at the southerly end of the equipment pass and at all locations where construction activity disturbed this road.

All of the State's obligations under the stipulation for judgment have been fulfilled and irrigation facilities have been used this (1967) season. Mr. Darrell Maxwell, Umatilla County Agent, was, by court appointment at the condemnation case, to inspect this irrigation facility to determine its adequacy. Mr. Maxwell's letter states that his recommendations have been complied with satisfactorily.

We trust that the facility as now constructed will prove adequate and satisfactory to your needs.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK1726
F. D. Morgan
G. E. Rohde
A. F. Parson

FDM:fw srb

FORM E-20 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 31, 1967

SUBJECT:

To:

Mr. F. D. Morgan
Construction
Salem

Assignment 601-M
Pieper - 37974
Morrow Co. Line-Stanfield Jct. Sec.

Finally we have obtained a release on the subject ditch from Mr. Darrell Maxwell, County Extension Agent. We are enclosing this letter along with Mr. Dale Hiatt's letter of transmittal.

We trust that this will close the file on the problem, but with Mr. Pieper we doubt that it will.

A. F. Parson
Division Engineer

AFP:nd
Encl.

Routing

Morgan
Ducker
Bond
Burton
Walker
Pease
Morelock
Trout
Scott
White
Littlefield
Olson

RECEIVED
SEP - 1967
CONSTRUCTION
DIVISION

FORM E-20 60M 2-68 SP 6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AUG 29 1967

REC'D DIV. OFFICE
LA GRANDE

Hermiston, Oregon
August 28, 1967

SUBJECT: Assignment 601-M
Pieper-37974
Morrow Co. Line-Stanfield Jct. Sect.

To: Mr. A.F. Parson
Division Engineer
La Grande

Enclosed find correspondence from Mr. Darrell Maxwell, County Extension Agent for Umatilla County, stating that work suggested by his inspection has been completed satisfactorily.

Following is a summary of the work performed as suggested in Mr. Maxwell's letter of June 28, 1967.

Item #2. Asphalt concrete lining was continued from the existing lining to the structure in the old ditch & approximately 15 feet beyond.
Item #3. Mr. Arnold Braat, leasee of the property, was contacted & advised of the proposed installation of 2-inch boards. He agreed to purchase material & install boards at his convenience & submit a statement to this office. Work has not been completed or billing submitted as of this date.
Items #4,5,6 &7. Corrective work was performed for each of these items, by excavating & re-pouring aprons.
Item #8. Irrigation borders were reconstructed, where required. The material used for this construction did contain some rock but was not gravel material. All rocks apparent after completion of border work were picked up & removed from the property by the maintenance crew.

C. D. Hiatt
Resident Engineer
Hermiston

Enc.

NOTED
A.F. PARSON

FORM E-30X—60M—8-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

July 14, 1967

7-20
Morgan's working on it
7-24
& 2 Pieper

To: Mr. C. D. Hiatt
Resident Engineer
Hermiston

SUBJECT:
Assignment 601-M
Pieper - 37974
Morrow Co. Line-Stanfield Jct.

The Pieper ditch was reviewed in company with John Walker, Assistant Construction Engineer, with particular consideration to Mr. Maxwell's letter of June 28.

Will you please get together with L. C. Smitton and arrange to have the remedial work done as outlined in Maxwell's letter.

As far as the borders are concerned, paragraph number 8 of Maxwell's letter, you should do any remedial work within several feet of the ditch the State constructed, but nothing out in the fields.

As soon as this work is done, please have Maxwell review it and give us a letter whether the work is satisfactory or not. It is the State's obligation to do the work to his satisfaction.

This report yet to come. MM

A. F. Parson
Division Engineer

By Alfred Shirley Jr.

Alfred Shirley, Jr.
Asst. Division Engineer

AS:nd
cc. L. C. Smitton
F. D. Morgan

RECEIVED
JUL 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Morgan MM
E
RECEIVED

Parker

REFERRED TO
[signature]
BY DEPUTY STATE HIGHWAY ENGINEER

-5540
JUN 13 67

Lexington Oregon
June 10 1967

Mr. Forrest Cooper,
Salem, Oregon.
Dear Sir.

I would like to tell you in more on your letter to Senator Wayne Morse of May 25 1967.
I didn't want to get you into this disagreement.
I want to thank whoever is responsable for putting in the two cattle guards at the underpass. Now we won't have to be bothered with gates every time we want to go through.
As to the Stipulation about the property the irrigation ditch is explained in a letter I wrote to Mr. Parsons which I am enclosing a copy (If Mr. Bratt had had that dirt hauled in like he said he would the ditch would be taken care of this).
(b) The State done no work on road the contractor hauled 50 yards pit run rock on it graded it hauled water on it packed it as best he could but it wasn't good enough.

the tractor still can't pull Gayler up the Semitrailer with some 15 ton of hay can get up with a large wheel tractor in front. the hay hauling trucks can only haul not more than 6/7 of their load out because the underpass is to low nothing can be done about that now. I told Mr. Parson the State should buy that 1/2 acre that belongs to Mrs. Wood and sell it to me an effort was made to buy it but no deal yet. that is all the land she has on the North side of the highway then my problem on the North side of the high way is solved as far as getting out and stack care (C) The enlarged 30 foot easement on the North side of the highway is not wide enough on the East half we can't get a tractor + Baylor across it was stuck 2 hours on it last week the state highway Man from Hermiston was out. they hauled dirt in to it and made it higher than the concrete ditch bank then hauled rockes on top spread them out and half of them fell in to the concrete ditch and some are in it yet. the Contractor hauled

them in.
I still can't get out only with small rigs on the North side. The approach to the underpass was watered and packed and a lot of work was done trying to make something decent. On the North side On the south side (nothing) was done only excavation I can't get on to a little more than the easement only with a bi-hell tractor if it don't have a load to pull. South of the Stock pass going up a incline approach is sand no rock to pack it down the tractor can't pull a taylor up either.
As far as the Ditch rider is concerned he had has nothing to do with or say about this ditch. His job is to lock and unlock the out let (Headgate) at the canal.
I have had this ranch some 13 years and have been able to get out with my crops. I only asked for a irrigation ditch some what like I had they can't sod it back. away to get out, and away for my stock to come home for water with out I have to stand there and push them around on

the easments.
You will note this ditch is eleven feet wide at top 2.2 feet deep 2 feet bottom the side slopes average 2:1, the top bank width is 1 foot and has a toe slope 1:1. this ditch is fairly full of water when we are irrigating and the pressure is to great for that weak bank as the letter to Mr Parson says and also the letter from the Soil Conservation service.

I am the first man east from the Canal the men learned a lot before they got out of the Butler Creek Valley. Very few of the irrigation jobs are satisfactory (working) Note the paragraph in Mr Parsons letter about the fences going through both bridges and catching weeds. On one of the letters from the State Attorney he says they are going to Make more room under the bridges so the water can get away so it won't get into the underpass. I would like to see them fences go all to the West side of the bridge ambutments then every thing can go.

Hoping you can get me fixed up
I remain Yours truly C. G. Pieper

Lexington, Oregon
May 25, 1967

Mr. A. F. Parson, Chief Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

In one of my recent letters to you, I stated that there might be a major repair job on the irrigation ditch located on my property in Umatilla County, Oregon. I am told that my fears were well founded.

In the first place, the engineers did not survey high enough for that pad where they put the irrigation ditch. Secondly, the contractor did not put enough dirt on it so as to have the ditch bank or berm as you call it high enough. I told Mr. Hiatt that the bank was not high enough and he said he would have the foreman haul in a few loads of dirt and push it up on the bank. That was before the outlets and concrete work was completed. That way there would not be anything in the way. However, he did not do it and now the outlets are in the way. Recently he went out there with a grader and tore the sod loose, dug in the bank, making the bank weaker, and opened up all the gopher runs. He tore the sod loose near the bank and threw it up on top of the bank with hand shovels. Consequently I will have trouble with sandburs and cockleburs. Someone will have to haul dirt in with a truck near the bank and push it up on the bank to make it stronger again.

In my opinion, the fifteen foot easement acquired by the State Highway Department does not give it the license to destroy vegetation near the dirt bank.

In the letter from the Hermiston Office of the Soil Conservation Service dated April 19, 1967, and the enclosed prints, you could see that there is not much of a bank left. Mr. Hiatt could have got the dirt from the south bank just as easily and that way I would have had all of the north bank left. Highway personal, ran the fences through the bridges and when russian thistles blow up against the fence they have to stay. When high water comes, they will dam up underneath the bridge.

I previously advised Mr. Hiatt while we were sitting in my truck that he was making the ditch bank weaker and that someday it would wash out.

Again, I would respectfully ask that you give consideration to my previous request to consult with the Soil Conservation Service in the Hermiston office before doing any work on this ditch and to do it right when it is done so that it would be done once and for all. Once this work is done to my satisfaction, I will be more agreeable to settling with the State Highway Department in the condemnation cases and thus make a mutual settlement satisfactory to everyone concerned.

Yours truly,

A. G. Pieper

A. G. Pieper
Lexington, Oregon

UNITED STATES DEPARTMENT OF AGRICULTURE

SOIL CONSERVATION SERVICE
1035 North First Hermiston, Oregon
April 19, 1967

Mr. A. G. Pieper
Lexington, Oregon

Dear Mr. Pieper:

As a cooperator with the West Umatilla Soil and Water Conservation District, you requested a survey of irrigation facilities installed on your farm by the Oregon State Highway Department. These facilities were installed to replace ones removed by the construction of Interstate Highway 80N. You asked that the survey show the location, elevation, physical condition, and functional status of all new facilities including-- earth ditch, field turnouts, and check dams.

The survey was scheduled for and taken on April 6th, 1967, by Ed Weber, chief of party for the Soil Conservation Service; Stuart Rankin, Soil Conservation Service; and yourself, farmer. The findings of this survey are as follows:

Irrigation Ditch--

The irrigation ditch is 1,340 feet in length, 2.2 feet deep, 11 feet top width, and 2 feet bottom width. The side slopes average 2:1, the top bank width is 1 foot and has a toe slope of 1:1. The gradient of this ditch is 0.0008 ft./ft. The irrigation ditch is of sufficient size to satisfy irrigation needs and appears to be functioning properly. The "field side" bank of this ditch is very soft and subject to failure at any time.

Irrigation Check Dams--

Three irrigation check dams are located at stations 2+74, 6+16, and 10+45. These checks are of formed re-inforced concrete construction and have weir openings of 3 feet wide and 2 feet deep. The checks are placed at proper elevations and locations, appear to be of a permanent nature, and are functioning well with two exceptions. Checks #1 and #2, located at stations 2+74 and 6+16 respectively have erosion at their outlets. This erosion may become serious enough to affect the permanency of these checks. The erosion is being caused by the contractive nature these checks have on the channel flow. Water flowing down the ditch must increase velocity to flow through the smaller check openings. The high-velocities at the check outlets are mainly responsible for this erosion.

Field Turnouts--

Twenty-three turnouts are located as shown on the accompanying profile. These turnouts are of formed re-inforced concrete with hand plastered inlet and outlet aprons. Turnouts #1 through #13 inclusive originally had weir openings of 2 feet deep and 4 feet wide. Turnouts #14 through #23 inclusive originally had weir openings of 1 foot deep and 3 feet wide. Turnouts number 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 16, 17, and 18 wore capped after installation with varying amounts of concrete(see profile for individual amounts) to prevent overtopping. Workmanship in all turnouts installation is poor.

All turnouts have been placed at elevations not suited to optimum field operation. Turnouts #1 through #13 inclusive have weir crests located at elevations that are too low. Stoplogs in these turnouts "float" up due to the buoyancy of submerged stoplogs overcoming the weight of unsubmerged stoplogs. When the stoplogs "float" up water leaks through the turnouts by passing under floating stoplogs.

Turnouts #14 through #23 inclusive have weir crests located at elevations that are too high. All turnouts have outlet aprons that are located at elevations that are too high, and these aprons have been roughly constructed. The combination of high elevations and rough construction is causing some erosion to the field and creating obstruction in the turnout openings.

As a cooperator with the West Umatilla Soil and Water Conservation District, technical assistance from the Soil Conservation Service can be provided to you that will assist in improving the facilities in this portion of your irrigation system. The assistance available would include design recommendations, field layout assistance, construction inspection, and system operation and maintenance recommendations.

Sincerely yours,

Ed Weber

Edward E. Weber
Conservation Technician

EEW:eew
cc Clarence Underwood
WUSWCD file, folder #265

I-82N-5(21)176

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Morrow Co. Line - Stanfield Jct.	WEEK ENDING: July 22, 1967
		SECTION PREFIX: 630-1090
	HIGHWAY: Old Oregon Trail	COUNTY: Umatilla
NAME OF JOB: Morrow Co. Line - Stanfield Jct. Sec	KIND OF WORK: Grading, Paving, & Structures	
CONTRACTOR: Rogers Construction Co.	CONTRACT NUMBER: 6795	FEDERAL AID PROJECT NUMBER: I-80N-5(21)176
DATE OF CONTRACT: April 8, 1966	DATE WORK STARTED: March 31, 1966 (3-11-66)	COMPLETION DATE: June 12, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: none SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 575	CALENDAR DAYS USED 414
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 72
PROJECT AUTHORIZATION $2,842,656.86		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $2,640,512.37	ENGINEERING AUTHORIZATION $202,144.49	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $2,657,385.75	ENGINEERING COST TO DATE 225,108.49	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 1.3 %	PERCENT OF AUTHORIZATION 111 %	DATE PROJECT WAS COMPLETED: June 12, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Topsoil	Gr Blanket
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.12	11.12	Topsoil	Gr Blanket	11.12
MILES PARTIALLY COMPLETED					
MILES COMPLETED	11.12	11.12			11.12
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,616,000 CY	448,600 T	66,600 CY	30,500 CY	99,600 T
TOTAL QUANTITIES CORRECTED TO DATE	1,742,736 CY	407,962 T	46,700 CY	63,425 CY	109,638 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,742,736 CY	407,962 T	46,700 CY	63,425 CY	109,638 T
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	5204-A	Btr Cr WB		5203-A Westland Canal Br		5204-B Btr Cr Br EB	
PERCENT		100			100		100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast - mild			
MONDAY	Fair - hot			
TUESDAY	Fair - warm			
WEDNESDAY	Fair-windy-warm			
THURSDAY	cool Partial O/cast			
FRIDAY	Fair - mild			
SATURDAY				

Routing
Mor
Decker
Bondc
Barbee
Walker
Swan

RECEIVED
JUL 24 1967
CONSTRUCTION
DIVISION

E

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	Two men working on semi-final estimate
TUESDAY	Two men running bench levels Two men working on semi-final estimate
WEDNESDAY	Two men running bench levels Three men working on semi-final estimate
THURSDAY	Two men ~~XX~~ running bench levels Three men working on semi-final estimate
FRIDAY	Two men ~~marking~~ running bench levels Semi-final completed and transported to Division Office at LaGrande
SATURDAY	No activity

REMARKS

FINAL WEEKLY REPORT

Two men will continue running bench levels (est. completion - 2 weeks)

SIGNED C. Duffield LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUL 18 1967

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1967

SUBJECT: Pieper Irrigation Ditch
Morrow Co. Line-Stanfield jct. Section
Old Oregon Trail Highway

To:
MEMO TO THE FILES

On July 11, 1967, Scott Coulter, Bud Shirley and myself viewed and checked the items listed as needing correction in the Pieper irrigation ditch system as related in Mr. Darrell C. Maxwell's letter of June 28, 1967.

As background, Mr. Maxwell was appointed by the Court at the condemnation suit to inspect this irrigation facility to determine its adequacy. He must be satisfied before the ditch construction can be considered complete.

It therefore is evident that the things as listed by Mr. Maxwell in the letter which concern the ditch are to be done. We all agreed that the irrigation borders, as noted in item 8 in the letter, as not connected with the ditch problem except as they may have been effected at areas adjacent to the ditch during construction of the ditch. At these areas, they should be replaced to their original condition.

After discussion of this problem, it was decided that State forces should perform the work necessary to correct the items listed by Mr. Maxwell. Correct size boards for the checks and turnouts will be furnished.

At the conclusion of the work, Mr. Maxwell will be asked to again inspect the facility and furnish to our engineer a letter of acceptance of the ditch as being satisfactory.

NOTED
F. B. KLABOE

This ditch looks better this time that on the previous inspection due to some growth now establishing itself on the banks; however, in this type of soil (sand), it is the writer's opinion that any future irrigation ditches of the same type which must be constructed above the existing ground level should be lined if the State is to construct them.

JHW:fw
cc: F. B. Klaboe
A. F. Parson
C. D. Hiatt

John H. Walker
Assistant Construction Engineer

RECEIVED
JUN 9 - 1967

Form CD-127 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(21) 176

TO : Mr. Forrest Cooper, State Highway Engineer
6795 Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 6, 1967

In reply refer to: 08-35-EC

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Junction
Umatilla Electric Cooperative Association Adjustment

Our April 25, June 30 and July 25, 1966 memorandums authorized you to proceed with work for the subject utility, stipulating that several items were necessary to complete the documentation. Additional data was furnished by Mr. Preston's March 7, 1967 letter subsequently answered by our March 14, 1967 memorandum requesting more information.

We are now in receipt of Mr. Preston's May 19, 1967 letter which completes the stipulations of our previous correspondence. We are pleased to approve for participation the engineering work previously withheld and your determination of the percent of eligibility. This approval hereby completes the requirements of the before-mentioned memorandums.

6-9-67
REFERRED TO —
Young - Hirschfeld
By Asst. State Hwy. Engr.

RECEIVED
JUN 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-208—6M

6

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 26 1967 G-1 P
ME Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Morrow Co. Line-Stanfield Jct. Date May 31, 1967

Highway Old Oregon Trail Contract No. 6795

County Umatilla Prefix 630-1090

Contractor Rogers Construction Co. F. A. Project No. I-80N-5(21)176

Address 11760 N. E. Glisan St., Portland Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove parapet of existing 8 x 8 R.C.B.C. and extend top slab of barrel to permit standard shoulder width clearance 22 feet from center line.

Location by station numbers:

Station 1203 (E.B. right)

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$250.00
Equipment rental.	100.00
Materials	150.00
Total.	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Extension of box on existing lane was not scheduled for extension on construction plans. Contractor has moved all equipment off the project, necessary for this work, prior to decision to extend box culvert. Work started 5/31/67. Prior approval received from Division Office.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 2,842,656.86	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 500.00 for work under this order	$ 2,842,656.86	
Expected under-run / over-run amount	$ --	
Expected under-run / over-run per cent	--	

Submitted by: /s/ C. D. Hiatt Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr. Division Engineer

Approved: /s/ L. H. Young Assistant State Highway Engineer or Office Engineer.

EP*8501-734

6-13-67

RECEIVED
MAY 26 1967

FOR FILING
I
6795
Fred W. Hill, Member
Holtz

May 25, 1967

AIRMAIL

The Honorable Wayne Morse
United States Senator
Room 209 Old Senate Office Building
Washington, D. C. 20510

Dear Senator Morse:

Reply is made to your letter of May 11 regarding correspondence with Mr. Arnold G. Pieper, Lexington, having to do with a dispute which arose in connection with certain property which was acquired for Interstate Highway 80-N.

The property in question was acquired from Mr. Pieper under "Stipulation of Judgment" Law No. 9179, in the Circuit Court of the State of Oregon for Umatilla County. This judgment states, in part, as follows:

"(a) The State Highway Commission agrees that the irrigation ditch in the easement described as Parcel No. 2 in the complaint will be constructed so that it will function properly. During the next irrigation this season if there is a question as to the ditch's properly functioning, Darrell Maxwell, Irrigation Extension Agent, or his successor if he is not then the Irrigation Extension Agent in Umatilla County, will be called upon to make recommendations as to the functionability of the ditch, and that his recommendations will be strongly considered by all parties.

"(b) That the State Highway Commission need not do any more work on the road from the North side up to the ditch bank road.

"(c) That the State Highway Commission need not gravel the enlarged 30 feet easement on the North side of the highway right of way."

Mr. Maxwell was contacted on March 10, 1967 and an inspection was made of the irrigation system. Mr. Maxwell suggested that the State raise all outlets to the same elevation in each section controlled by individual ditch check structures, equivalent to the highest outlet in each section. He also requested that the State form and pour a settling basin at the outlet of the 12-inch culvert extending from the diversion box which permits irrigation of the northerly half of the owner's property.

The contractor raised the ditch outlets to the required elevations with concrete on March 12, 1967, and poured the above-mentioned settling basin. The ditch bank was reshaped to conform with the extensions during the same week.

The first irrigation of the property was made April 4, 1967. Mr. Maxwell was again contacted and made an inspection of the irrigation system. It was found that the 12-inch pipe servicing the northerly half of the property was not adequate size to allow a full head of water to flow. The 12-inch pipe was removed and replaced with an 18-inch pipe on April 10 and 11 and the outlet basin reconstructed. The new ditch was not in use at the time of this inspection, but Mr. Maxwell stated that he would return later in the day and observe the ditch when water was turned in and that he would notify the State of any necessary corrections.

The State has heard nothing further from Mr. Maxwell as of May 17. Last irrigation using this ditch was May 17. Mr. Maxwell has now been contacted and he will make another inspection of this installation during the next irrigation period, probably about June 1.

Any corrective measures or recommendations which may be made after this inspection will be strongly considered, as required by "Stipulation for Judgment."

The irrigator (Ditch Rider), an employee of the Irrigation District, whose job it is to operate this ditch, has stated that the ditch functions very well and that he has no complaint.

It is realized that both the State and Mr. Pieper are bound by the "Stipulation of Judgment" as issued by the Circuit Court of Oregon. It is the intent of the Oregon State Highway Commission to comply with recommendations made by Mr. Darrell Maxwell, Irrigation Extension Agent for Umatilla County.

We are returning your file as you requested on this matter.

If I can furnish you with anything further, please let me know.

Kindest regards,

Forrest Cooper
State Highway Engineer

Enclosure

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
A. F. Parson

FDM:fw jw

FORM E-30 SOH 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1967

SUBJECT: A. G. Pieper Property
R/W File 37974
Irrigation Ditch
Morrow Co. Line-Stanfield Jct. Section

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Pieper

Reply is made to your assignment #1674, subject matter. Review of the past events regarding this problem shows that both the State Highway Commission and Mr. Pieper are bound by "Stipulation of Judgment", Law No. 9179 in the Circuit Court of the State of Oregon in Umatilla County dated March 1, 1967, a copy of which is attached. This judgment stipulates:

"(a) The State Highway Commission agrees that the irrigation ditch in the easement described as Parcel No. 2 in the complaint will be constructed so that it will function properly. During the next irrigation this season if there is a question as to the ditch's properly functioning, Darrell Maxwell, Irrigation Extension Agent, or his successor if he is not then the Irrigation Extension Agent in Umatilla County, will be called upon to make recommendations as to the functionability of the ditch, and that his recommendations will be strongly considered by all parties.

"(b) That the State Highway Commission need not do any more work on the road from the North field up to the ditch bank road.

"(c) That the State Highway Commission need not gravel the enlarged 30 feet easement on the North side of the highway right of way."

Mr. Maxwell was contacted on March 10, 1967 and an inspection was made of subject irrigation system. Mr. Maxwell suggested that the State raise all outlets to the same elevation in each section controlled by individual ditch check structures, equivalent to the highest outlet in each section. He also requested that the State form and pour a settling basin at the outlet of the 12-inch culvert extending from the diversion box which permits irrigation of the northerly half of the owner's property.

The contractor raised the ditch outlets to the required elevations with concrete on March 12, 1967 and poured the above-mentioned settling basin. The ditch bank was reshaped to conform with the extensions during the same week.

The first irrigation of subject property was made April 4, 1967. Mr. Maxwell was again contacted and made an inspection of the irrigation system. It was found that the 12-inch pipe servicing the northerly half of the property was not adequate size to allow a full head of water to flow. The 12-inch pipe was removed and replaced with an 18-inch pipe on April 10 and 11, 1967 and the outlet basin reconstructed. The new ditch was not in use at the time of this inspection, but Mr. Maxwell stated that he would return later in the day and observe the ditch when water was turned in and that he would notify the State of any necessary corrections.

The State has heard nothing further from Mr. Maxwell as of May 17, 1967. Last irrigation using this ditch was May 17, 1967. Mr. Maxwell has now been contacted and he will make another inspection of this installation during the next irrigation period, probably about June 1, 1967.

Any corrective measures or recommendation which may be made after this inspection will be strongly considered, as required by "Stipulation of Judgment."

A copy of a rough draft of reply to Senator Wayne Morse's letter of May 11, 1967 is attached.

F. D. Morgan's

F. D. Morgan
Construction Engineer

FDM:fw

Enc.

cc A. F. Parson

RECEIVED
MAY 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-30X—10M—2-66 SP*23500-734

Routing

Morgan
Decker
Bond
Barbee
Swan

Pass
Morelock
Trout
Scott
Wille
Litchfield
Olson

RECEIVED
MAY 19 1967
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hermiston, Oregon
May 17, 1967

To: F. D. Morgan
Construction Engineer
Salem, Oregon

SUBJECT: Irrigation ditch functionability
A.G. Pieper property
Right of way file # 37974
Morrow Co. Line - Stanfield Jct. Sec.
Old Oregon Trail Highway

This is to inform you of the proceedings concerning the functionability of the subject irrigation ditch as per the enclosed Stipulation for Judgement, which states: (During the next irrigation this season if there is a question as to the ditch's properly functioning, Darrell Maxwell, Irrigation Extension Agent, or his successor if he is not then the Irrigation Extension Agent in Umatilla County, will be called upon to make recommendations as to the functionability of the ditch, and that his recommendations will be strongly considered by all parties.)

Mr Maxwell was contacted on March 10, 1967 ,and we inspected the subject irrigation system through-out. He suggested we raise all outlets to the same elevation in each section controlled by individual ditch checks, equivalent to the highest outlet in each section, and form and pour a settling basin at the outlet of the 12 inch culvert extending from the diversion box, which permits irrigation of the northerly half of the owners property.

The contractor raised the ditch outlets to ,the required elevations with concrete on March 12, 1967 and poured the afore mentioned settling basin. The ditch bank was reshaped to conform with the extensions during the same week.

The first irrigation of the subject property was made on April 4, 1967. I contacted Mr. Maxwell on this date and we visited the subject property and inspected the irrigation system. We found that the 12 inch pipe servicing the northerly half of the property was not of adaquate size to allow a full head of water to flow. I informed him we would correct the problem after the water was turned out of the ditch and prior to the next irrigation.

The new ditch adjacent and parallel to the roadway was not in use at this time, but Mr. Maxwell stated he would return later in the day and observe this ditch when water was turned in and notify me of any necessary corrections. I have not heard from Mr. Maxwell as of this date, May 17, 1967.

I did contact the gentleman irrigating the subject property on April 5, 1967 and he stated that the system was working fine and he was satisfied, except for the restriction caused by the 12 inch pipe.

The 12-inch pipe servicing the northerly field was removed and replaced with a 18-inch pipe on April 10 & 11, 1967 and the outlet basin reconstructed.

At the next irrigation on April 19, 1967 I checked with the irrigator on the subject property and he stated that the entire system was functioning very well.

I had made no further contact with any individuals involved with this irrigation system until this date, May 17, 1967 at which time you were in attendance and heard the irrigator of the property make his statements as to the functionability of the irrigation system.

C. D. Hiatt
Resident Engineer
Hermiston, Oregon

CC: A. F. Parson
Division Engineer

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR UMATILLA COUNTY

STATE OF OREGON, by and through its State Highway Commission, composed of Glenn L. Jackson, Kenneth N. Fridley and David B. Simpson,

Plaintiff,

vs.

A. G. PIEPER, also known as ARNOLD G. PIEPER, and ERDA M. PIEPER, husband and wife; ELMER A. PIEPER and DONNA PIEPER, husband and wife, if married; and JUNE M. UDING, formerly JUNE M. PIEPER, and TOM UDING, wife and husband,

Defendants.

Law No. 9178

STIPULATION FOR JUDGMENT

The parties hereto stipulate as follows:

1. That the Plaintiff, the State of Oregon, take judgment against Defendants as set out in its complaint except that the Defendants will be permitted the right of passage through the box culvert as described in Paragraph XI of the complaint and the right to use passageways to said box culvert from the Defendants' westerly property line as set forth, but that the west terminus of the passageway along the northerly right of way line shall be widened to 50 feet tapering easterly to the width of 30 feet directly opposite of Highway Engineer's Centerline Station 982+50. That any right or easement granted to Westland Irrigation District through the said box culvert shall require closed gates from the Irrigation District Canal Road, except when in use, but that cattle guards may be used. That the judgment shall be entered for the sum of $4,000.00 as the value of the property being

shall not be part of the judgment:

(a) The State Highway Commission agrees that the irrigation ditch in the easement described as Parcel No. 2 in the complaint will be constructed so that it will function properly. During the next irrigation this season if there is a question as to the ditch's properly functioning, Darrell Maxwell, Irrigation Extension Agent, or his successor if he is not then the Irrigation Extension Agent in Umatilla County, will be called upon to make recommendations as to the functionability of the ditch, and that his recommendations will be strongly considered by all parties.

(b) That the State Highway Commission need not do any more work on the road from the North field up to the ditch bank road.

(c) That the State Highway Commission need not gravel the enlarged 30 feet easement on the North side of the highway right of way.

DATED this 1st day of March, 1967.

[redacted], G. E. ROHDE
Attorney for Plaintiff

GENE B. CONKLIN,
[redacted]

J. MICHAEL STARR,
Attorney for Defendants Uding

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR UMATILLA COUNTY

STATE OF OREGON, by and through its State Highway Commission, composed of Glenn L. Jackson, Kenneth N. Fridley and David B. Simpson, Plaintiff, vs. A. G. PIEPER, also known as ARNOLD G. PIEPER, and ERDA M. PIEPER, husband and wife; ELMER A. PIEPER and DONNA PIEPER, husband and wife, if married; and JUNE N. UDING, formerly JUNE M. PIEPER, and TOM UDING, wife and husband, Defendants.	Law No. 8178 STIPULATION FOR JUDGMENT

The parties hereto stipulate as follows:

1. That the Plaintiff, the State of Oregon, take judgment against Defendants as set out in its Complaint except that the Defendants will be permitted the right of passage through the box culvert as described in Paragraph XI of the complaint and the right to use passageways to said box culvert from the Defendants' westerly property line as set forth, but that the west terminus of the passageway along the northerly right of way line shall be widened to 50 feet tapering easterly to the width of 30 feet directly opposite of Highway Engineer's Centerline Station 992+50. That any right or easement granted to Westland Irrigation District through the said box culvert shall require closed gates from the Irrigation District Canal Road, except when in use, but that cattle guards may be used. That the judgment shall be entered for the sum of $4,000.00 as the value of the property being appropriated by the Plaintiff and the damage resulting from the appropriation thereof without costs or attorney's fees.

2. The parties agree as follows, which agreement

LAW OFFICE
GENE E. CONKLIN
412 S.E. DORION AVENUE
PENDLETON, OREGON 97801

shall not be part of the judgment:

(a) The State Highway Commission agrees that the irrigation ditch in the easement described as Parcel No. 2 in the complaint will be constructed so that it will function properly. During the next irrigation this season if there is a question as to the ditch's properly functioning, Berrell Maxwell, Irrigation Extension Agent, or his successor if he is not then the Irrigation Extension Agent in Umatilla County, will be called upon to make recommendations as to the functionability of the ditch, and that his recommendations will be strongly considered by all parties.

(b) That the State Highway Commission need not do any more work on the road from the North field up to the ditch bank road.

(c) That the State Highway Commission need not gravel the enlarged 30 feet easement on the North side of the highway right of way.

DATED this 1st day of March, 1967.

[redacted], G. E. ROHDE
Attorney for Plaintiff

GENE B. CONKLIN,
Attorney for Defendants Pieper

J. MICHAEL STARK,
Attorney for Defendants Uding

LAW OFFICES
GENE B. CONKLIN
412 S.E. DORION AVENUE
PENDLETON, OREGON 97801

J. W. FULBRIGHT, ARK., CHAIRMAN
JOHN SPARKMAN, ALA.
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ALBERT GORE, TENN.
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FRANK CHURCH, IDAHO
STUART SYMINGTON, MO.
THOMAS J. DODD, CONN.
JOSEPH S. CLARK, PA.
CLAIBORNE PELL, R.I.
EUGENE J. MC CARTHY, MINN.
BOURKE B. HICKENLOOPER, IOWA
GEORGE D. AIKEN, VT.
FRANK CARLSON, KANS.
JOHN J. WILLIAMS, DEL.
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CLIFFORD P. CASE, N.J.
JOHN SHERMAN COOPER, KY.
CARL MARCY, CHIEF OF STAFF
ARTHUR M. KUHL, CHIEF CLERK

United States Senate

COMMITTEE ON FOREIGN RELATIONS

3204

MAY 16 67

May 11, 1967

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER
Dept. Please

Mr. Forrest Cooper
Oregon State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Forrest:

During recent months, my office has had a great deal of correspondence with Mr. Arnold G. Pieper, Lexington, Oregon 97839, on the subject of a dispute which arose in connection with certain property which was acquired from him for use on Interstate project 80N.

Under date of March 27, I received a letter from Acting Federal Highway Administrator Turner informing me that a settlement had been worked out and that a check had been forwarded to him by the Oregon State Highway Commission.

Under date of April 29, Mr. Pieper wrote again, advising me that he had refused to accept the settlement check. His letter and attachments are enclosed for your information.

Although this matter is one which is not within my jurisdiction as a member of the United States Senate, I would appreciate it very much if you could provide me with a report, in duplicate, which I could forward to Mr. Pieper in this case.

For any help you may be able to render by way of a report, I shall be most grateful. When the enclosed materials have served their purpose, I would appreciate your returning them to me, together with your report, in the enclosed envelope which requires no postage.

With best personal regards,

Sincerely,

Wayne

Wayne Morse

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

WM:so
Enclosures

MAY 5 1967

Lexington Oregon
April 29 1967

Honorable Wayne Morse
Washington D. C.
Dear Senator

This is a copy of the letter I wrote to Mr. Parson Division Engineer

Im very concerned about a condition which has ocurred during the past month due to the operation of a grader along the North side of My ditch bank.

as you remember, it was originally the understanding that more dirt would be hauled in before any concrete ~~work~~ was poured down there; for some reason this was not done. In operating the grader along the ditch bank large amounts of sod have been torn loose and the bank has been seriously weakened. The over all effect has been to leave the ditch bank in a very bad condition.

I would surely appreciate it if steps can be taken quickly to remedy the situation so we will not have to face a major repair job.

Sincerely Appreciate

Here is Mr. Parson's answer
I have your letter of April 20 1967
concerning the irrigation ditch.
A copy of your letter and a copy of
the letter from the Soil Conservation Service
with their sketch map are being referred
to Mr. Dale Hiatt for investigation
and correction.

Very truly yours
A. F. Parson

Mr. Hiatt is the resident engineer at
Hermiston.
Mr. Hiatt sat with me in my pickup
on the slope leading to the tunnel when
the grader was coming out of my field and
I asked him if the grader couldn't push
the rocks away from the concrete lined
ditch bank so they wouldn't fall and be
knocked into the ditch and away from
the box in front of the tunnel. He said
no when his men got through up
a there they could shovel them away
between the box and the tunnel is an
elevation of more than 2 foot. the rocks
[illegible] to the box by stock and

and fall in and wash down the ditch. The rock are still laying there that didn't wash away with the water when we turned it on to irrigate

Its to bad I have to go through with all this trouble to get something near like I had.

I just asked for a half way decent ditch, a way for my stock to get from one feild to the other cut will I had it before, + a way to get out of my feild to a road to get my crops out and get farming machinery in to do the work. I don't know if I am going to get it or not unles I do it my self. When grader was run along ditch it broke sod loose opened gopher holes so water can get out Some place a foot deep below ground level Sand, + Cockle Burs will grow 3 or 4 years. I will have to hire Shockman to haul more dirt in

I hope you can help me more.

I remain

Yours truly

A. P. Pinson

UNITED STATES DEPARTMENT OF AGRICULTURE

SOIL CONSERVATION SERVICE
1035 North First Hermiston, Oregon
April 19, 1967

Mr. A. G. Pieper
Lexington, Oregon

Dear Mr. Pieper:

As a cooperator with the West Umatilla Soil and Water Conservation District, you requested a survey of irrigation facilities installed on your farm by the Oregon State Highway Department. These facilities were installed to replace ones removed by the construction of Interstate Highway 80N. You asked that the survey show the location, elevation, physical condition, and functional status of all new facilities including-- earth ditch, field turnouts, and check dams.

The survey was scheduled for and taken on April 6th, 1967, by Ed Weber, chief of party for the Soil Conservation Service; Stuart Rankin, Soil Conservation Service; and yourself, farmer. The findings of this survey are as follows:

Irrigation Ditch--

The irrigation ditch is 1,340 feet in length, 2.2 feet deep, 11 feet top width, and 2 feet bottom width. The side slopes average 2:1, the top bank width is 1 foot and has a toe slope of 1:1. The gradient of this ditch is 0.0008 ft./ft. The irrigation ditch is of sufficient size to satisfy irrigation needs and appears to be functioning properly. The "field side" bank of this ditch is very soft and subject to failure at any time.

Irrigation Check Dams--

Three irrigation check dams are located at stations 2+74, 6+16, and 10+45. These checks are of formed re-inforced concrete construction and have weir openings of 3 feet wide and 2 feet deep. The checks are placed at proper elevations and locations, appear to be of a permanent nature, and are functioning well with two exceptions. Checks #1 and #2, located at stations 2+74 and 6+16 respectively have erosion at their outlets. This erosion may become serious enough to affect the permanency of these checks. The erosion is being caused by the contractive nature these checks have on the channel flow. Water flowing down the ditch must increase velocity to flow through the smaller check openings. The high-velocities at the check outlets are mainly responsible for this erosion.

Field Turnouts--

Twenty-three turnouts are located as shown on the accompanying profile. These turnouts are of formed re-inforced concrete with hand plastered inlet and outlet aprons. Turnouts #1 through #13 inclusive originally had weir openings of 2 feet deep and 4 feet wide. Turnouts #14 through #23 inclusive originally had weir openings of 1 foot deep and 3 feet wide. Turnouts number 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 16, 17, and 18 were capped after installation with varying amounts of concrete(see profile for individual amounts) to prevent overtopping. Workmanship in all turnouts installation is poor.

All turnouts have been placed at elevations not suited to optimum field operation. Turnouts #1 through #13 inclusive have weir crests located at elevations that are too low. Stoplogs in these turnouts "float" up due to the buoyancy of submerged stoplogs overcoming the weight of unsubmerged stoplogs. When the stoplogs "float" up water leaks through the turnouts by passing under floating stoplogs.

Turnouts #14 through #23 inclusive have weir crests located at elevations that are too high. All turnouts have outlet aprons that are located at elevations that are too high, and these aprons have been roughly constructed. The combination of high elevations and rough construction is causing some erosion to the field and creating obstruction in the turnout openings.

As a cooperator with the West Umatilla Soil and Water Conservation District, technical assistance from the Soil Conservation Service can be provided to you that will assist in improving the facilities in this portion of your irrigation system. The assistance available would include design recommendations, field layout assistance, construction inspection, and system operation and maintenance recommendations.

Sincerely yours,

Ed Weber

Edward E. Weber
Conservation Technician

EEW:eew
cc Clarence Underwood
WUSWCD file, folder #265

RECEIVED
APR 1 - 1967
FOR FILING

MAR 27 1967

39-20

Honorable Wayne Morse
United States Senate
Washington, D. C. 20510

Dear Senator Morse:

This is in response to your March 17 communication referring another letter from Mr. Arnold G. Pieper.

We have again contacted our field personnel in Oregon who report that the stipulation papers have now been signed by Mr. Pieper's attorney and on March 14, 1967, the Oregon State Highway Department mailed Mr. Pieper a check in full settlement for the property acquired from him for Interstate Project I-808-5(3)165.

We appreciate the opportunity of advising you in this matter.

Sincerely yours,

F. C. Turner

F. C. Turner
Acting Federal Highway
Administrator

Enclosures
Transmitted Correspondence

NOTED
F B. KLABOE

RECEIVED
MAR 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

COPY

March 17, 1967

Mr. Arnold G. Pieper
Lexington, Oregon 97839

Dear Mr. Pieper:

This will acknowledge your letter of March 10 concerning a reply to previous communications I received ~~March~~ 27 from Mr. F.C. Turner, Acting Federal Highway Administrator on the matter of acquisition of your property for Interstate Highway 80 N near Lexington.

I am sorry that Mr. Turners reply was not satisfactory. In an effort to be of further help I am again communicating with the Bureau of Public Roads and am asking that a careful study be given to the points outlined in your March 10 letter.

I should receive a supplemental report in the near future and when it arrives I shall write to you again.

With kindest regards,

Sincerely,

Wayne Morse

WM:reh
bcc: Mr. F.C. Turner, Acting Federal
Highway Administrator

RECEIVED
MAR 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20235

FEB 24 1967

IN REPLY REFER TO:

39-20

Honorable Wayne Morse
United States Senate
Washington, D. C. 20510

Dear Senator Morse:

This is in further response to your December 5, 1966, communication referring a letter from Mr. Arnold G. Pieper concerning the acquisition of his property for Interstate Project I-80N-5(3)165.

We have received information from our field personnel that Mr. Pieper and the State have now reached a mutually satisfactory settlement.

We appreciate the opportunity of advising you in this matter.

Sincerely yours,

F. C. Turner

F. C. Turner
Acting Federal Highway
Administrator

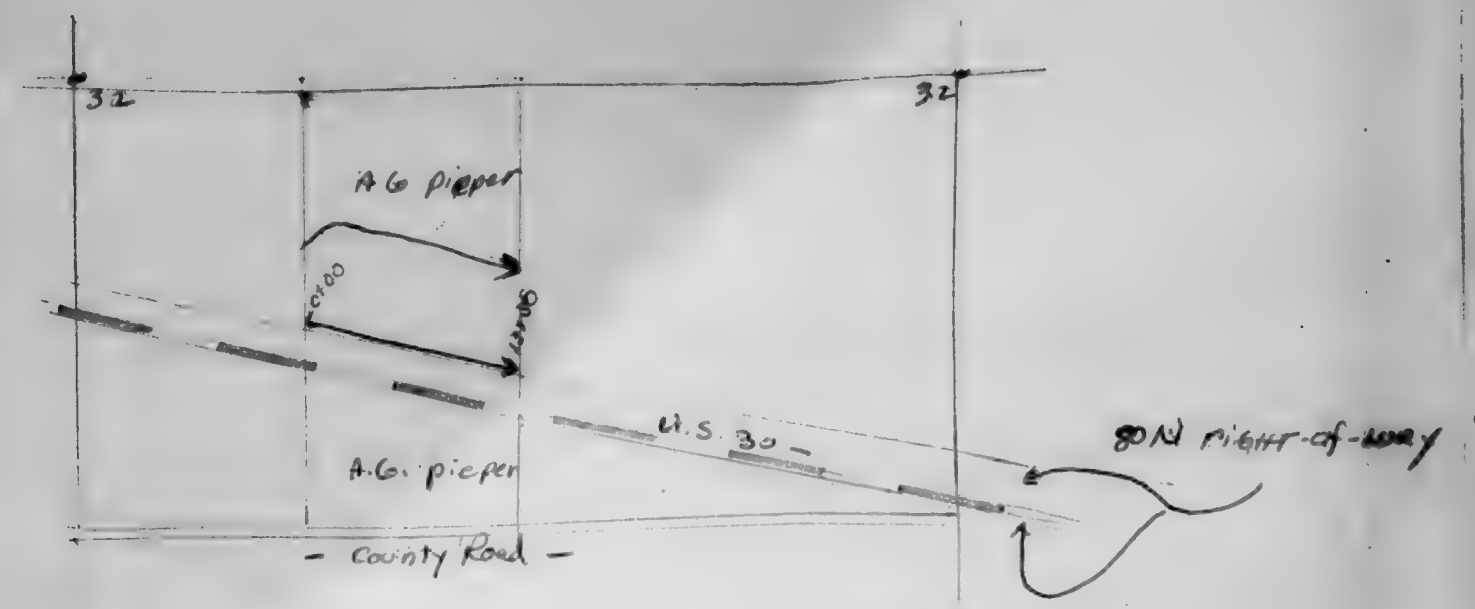
Lexington Oreg
March 10 1967

Honorable Wayne Morse
U. S. Senate
Washington D.C. 20516
Dear Senator Morse,

Just receives this note We have not settled this as yet. I am only asking for as much as I had; a way to get my crop out to market, a way so my stock can get from the back field to the front for water without me being there to open and close gates each time they want a drink, + an irrigation ditch nearly as good as I had. But they wont budge. trial in Court has been set twice but the attorney agree among themselves.

yours truly Arnold G Pieper

T4N, R-28E, Umatilla Co., Oregon



Location Sketch

scale - 1" = 1320'

photo = NZ-1EE-260

554

554

553

552

551

550

Top of turnout after repair Cap installed

Original top of turnout

Lip of outlet apron

Weir crest

Bottom turnout wall

Turnout Symbol

Check Symbol

Location S

scale - 1" = 1

photo = N

Top check wall

Legend:

= Top of ditch bank elev

= Field elevations

= Ditch bottom elevation

Weir Crest

Check floor

Bottom check structure

SANTA

" = 1320'

NZ-IEE-260

8457 Tank

9000

9223 Tank

9276 Tank

10000

10140 Tank

10245 Tank

11000

11+20 T-10

11770 T-10

12000

12121 Tank

ank: Elevations

tions

elevations

STRUCTURE
LOCATI

DEPARTMENT OF A
AND CONSERVATIO

EEW

4/11/67

F

STRUCTURE LOCATIONS

U.S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

EEW 4/11/61

A. G. Pieper # 265

RECEIVED
JAN 17 1967
FOR FILING

January 17, 1967

1179

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Oregon Project I-80N-5(3)165
Boardman-Basin Corner Section
Parcel 37974, L-5012 - Pieper

In response to your December 20 letter, we have again reviewed the Pieper right-of-way matter and the related construction on the current Morrow County Line-Stanfield Junction contract. We can report some progress as follows:

1. Prior to receipt of your letter, we had acquired an additional easement area north of the underpass at Station 971, and will install additional 12-inch culvert in the irrigation ditch there to provide a longer turning radius for movement to and from the Pieper property to the east. This is the most we can do without acquiring the complete Woods' parcel on that side, which the owner does not wish to sell.

2. The north ditch was observed by our Resident Engineer during the last irrigation last fall, and further revision of outlets will be made and the ditch bank will be raised where needed.

The above work will be done in an effort to make the facilities already justified operate satisfactorily.

We have also again thoroughly reviewed the appraisal and find no additional compensable damage. The present outlook is that the final determination will have to be by a court.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
D. M. Mockring
L. H. Young
A. F. Parson

JAB:sg:fp srb

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1967

SUBJECT: Assignment No. 1289-FBK
Morrow Co. Line-Stanfield Jct. Section
Pieper's Right of Way Problems
R/W 37974;L-5012

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDIN G

Division Engineer Parson has talked to Mr. Pieper again, and his report is attached in which he makes four recommendations:

1. Remodel irrigation ditch (line with concrete 1,320 feet additional, remodel 23 outlets and 3 head gates).

2. Purchase Woods' parcel on north side of underpass. Resell it to Pieper and build new ditch crossing. Right of Way Department advises this was considered before and Mrs. Woods would not sell; however, an additional 20-foot strip has been acquired from her as an addition to the land service easement area to permit a better turning radius to the east from the underpass. This is described on page 2 of Resident Engineer Hiatt's letter. Complete acquisition of the Woods' parcel would provide room for an even better vehicular maneuver, but our Right of Way people have just advised that they cannot justify it.

3. Purchase a triangular parcel from Woods in the intersection of county road and ditch rider road, and widen or relocate the connection. This has not been justified as a part of the compensable damage either.

4. Install a culvert in the ditch near Pieper's building to provide truck access via the lane in the south field. This work not justified by Right of Way either.

The pertinent part of the December 20 Bureau of Public Roads letter is in the last paragraph regarding work "that can be economically justified". Most of the things Mr. Pieper wants have not been justified by the appraisers in the past, which they have to be in order to get Interstate participation without condemnation. The problem, therefore, is not primarily one of fulfilling construction obligations already justified, but in justifying more to the satisfaction of both Mr. Pieper and the Bureau of Public Roads. In the absence of agreement, it is the court's role to make the determination.

JAB:sg:fp
Enc.
cc D. H. Moehring
A. F. Parson

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

FORM S-10 REV 10-65 SP°23401-734

Routing
Morgan
Docker
Bond
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills

RECEIVED
JAN 9 1967
CONSTRUCTION DIVISION

NOTED
F. D. KLABOE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 6, 1967

SUBJECT: Assignment 1289 FBK
Morrow County Line-Stanfield Jct.
Pieper's right of way problems

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Reference is made to correspondence from the B.P.R., Senator Morse and Mr. Pieper concerning the alleged discrepancies in Mr. Pieper's right of way. This is on the subject section from station 989+00 to station 1009+00.

I have met with Mr. Pieper on two different occasions, the last one on January 4, at which meeting Mr. Scott Coulter, Dale Hiatt and Larry Smitton were present. Mr. Pieper's chief complaint concerns the irrigation ditch fronting his property on the north side of the highway. Mr. Pieper insists that he wants a concrete lined ditch. He states that the outlets from his ditch are not satisfactory and will all have to be remodeled whether or not the ditch is concrete lined. Personally I can see nothing wrong with his outlets with the exception of possibly two of them which did not function too well in the past irrigation season. Mr. Dale Hiatt has indicated that he would remodel.

Mr. Pieper also protests the 13 foot high underpass near station 992. He advises that he hauls hay out of his field legal height, which is 13.5 feet, which will not go through our underpass. Also he advises that coming out of the underpass in a northerly direction, he cannot make the turn to go along the frontage road which we have built in front of Mrs. Wood's property. I agree, he cannot turn with long rigs.

Mr. Pieper advises that the existing ditch line road south of the highway is too narrow and crooked for a truck and semi and also that he cannot get onto the county road one quarter mile south of the state highway as shown on the enclosed sketch. When the weather is such that he can haul through his field south of the highway, he will use this field and come out onto the county road near his buildings. In order to do this, he has to cross an irrigation ditch near his buildings as shown on the sketch and wants an 18-inch culvert pipe placed at this crossing.

In order to try to pacify Mr. Pieper and to get some settlement from him, it is proposed that we do the following; purchase Mrs. Woods property as shown on our sketch marked "A" in red and in turn sell this to Mr. Pieper. This would allow him to go directly into a field. He has approached Mrs. Wood but she seems reluctant to give him a price so we would probably have to purchase from her and in turn sell to Pieper. Also it would be necessary to purchase a small corner in the lower left hand corner of the sketch from Mrs. Wood in order to fill in the ditch at this location so that the trucks can turn onto the county road. This is shown in red and marked "B". Approximately 100 feet of 18-inch pipe would be necessary for an irrigation ditch in this spot.

Mr. F. D. Morgan January 6, 1967

Mr. Pieper has indicated the following figures for cost in bringing his irrigation ditch to the condition which he wants and I would suggest that we pay him in cash and let him do his own work. Approximately 1320 feet of concrete lined irrigation ditch at $1.90 per foot which includes backfilling and tamping $2,508. Remodeling 23 outlets and three head-gates at $17 - $442. This would be a total of $2,950 to be paid Mr. Pieper in cash to do his own irrigation remodeling. In addition to this we should do the following; purchase Mrs. Wood's property marked "A", resell to Pieper, no cost to us. Purchase Mrs. Wood's triangular shaped piece marked "B" install 100 feet of 18" pipe, 300 yards of backfill, total estimated cost of $850. Install 18" pipe near Pieper's buildings 20 feet long, cost $150. Install 40 feet of 12 pipe on irrigation ditch through Mrs. Wood's property marked "A", estimated cost $150.

Mr. Pieper also brought up the suggestion of drilling a well for his cattle in the north field, however, he was advised that if we sell him the Wood's property marked "A", his cattle will have a free run through the underpass to his house to get their water. This is similar to the arrangement he had prior to our reconstruction of the highway.

Our total cost then to try to reconcile the alleged deficiencies would be $2,950 plus $1150 at a total cost of $4,100. This would be in addition to the original offer to Mr. Pieper.

It should be mentioned that there is a possibility that the soil conservation might participate in the concrete lining of the ditch to the extent of 50 percent of the cost but not to exceed $1500, provided that Mr. Pieper would apply for this aid.

It would be my recommendation that we first try to obtain the property from Mrs. Wood, after which we should go to Mr. Pieper with an option with our original offer plus $2,950, less the cost of the Wood property. Inasmuch as the condemnation trial is set for January 31, the right of way division and the legal division should be notified the decision.

We hope we have covered all angles of the problem and that we can get this settled. Please advise if anything else is needed.

A copy of Mr. Dale Hiatt's letter to me concerning the meeting, etc. under date December 23 is also enclosed for your information.

A. F. Parson
Division Engineer

AFP:dj
Attachment

cc: H. W. Snell
C. D. Hiatt

NOTED | DE | ADE | AUE | DV

DEC 28 1966

REC'D DIV. OFFICE LA GRANDE

FORM S-30 SOH 12-66 64678

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hermiston, Oregon
December 23, 1966

To: Mr. A. F. Parson
Division Engineer
La Grande, Oregon

SUBJECT: Morrow Co. Line-Stanfield Jct. Sect.
Old Oregon Trail Highway
Umatilla County
Contract No. 6795

Following is a brief history of my meetings and conversations with Mr. Arnold Pieper, property owner west of Butter Creek, on the subject section, along with dates work was performed by the contractor which had bearing on our discussions.

The contractor, Rogers Construction Co., constructed the ditch pad and excavated irrigation ditch thru the temporary construction easement on subject property between May 27, 1966 and May 31, 1966.

I first contacted Mr. Pieper on June 3, 1966 and discussed irrigation ditch construction and our construction plans in the immediate vicinity of this property. I showed Mr. Pieper at that time the type and number of concrete head gates and ditch outlets planned for his property which conformed to the existing installations.

I met with Darrell Maxwell, of the County Extension Service, and Mr. Pieper on June 13, 1966 and again discussed plans for installing ditch outlets and checks. Mr. Maxwell and I went over the ditch and spotted locations for all outlets and checks.

On June 14, 1966 the contractor installed 10 type "A" ditch outlets on the east end of the Pieper ditch at locations staked.

I met with Mr. Darrell Maxwell, Mr. Irvin Mann and Mr. Pieper on June 16, 1966 and again discussed construction of ditch outlets and his access problems. Mr. Pieper requested that outlets be constructed larger than the ten previously installed, although his existing outlets measured within 1-inch in depth of the type "A" size installed. I told Mr. Pieper that the larger outlets would not fit the design of his ditch and all he would gain would be 1-foot in width of outlet, and Mr. Maxwell agreed. Mr. Pieper still requested the larger type so I therefore agreed to install the type "B" outlet in the remaining locations.

Cont'd.

I again met with Mr. Pieper on June 24, 1966 and discussed access to his property on the north for hay trucks. He wanted a road, from his northerly field to the Westland Irrigation Canal road, constructed to permit trucksand equipment to enter his field. The contractor bladed out this road, at his own expense, on June 23, 1966, and placed pit run gravel on this section on June 27, 1966 to pacify Mr. Pieper.

Mr. Pieper's Leasee, Mr. Braat, turned water into the new irrigation ditch on June 24, 1966 and the ditch was checked for leaks and defects. It was found that two outlets needed adjusting to allow adequate flow of water. I told Mr. Braat that we would correct this problem when his irrigating work was completed.

Mr. Pieper contacted me at my office on August 3, 1966 and complained about access to his property north of the construction area, the road the contractor built was not adequate and that due to construction he was unable to get enough irrigation water.

Mr. Pieper called again on August 9th about amount of irrigation water he was able to get-said about 1/3 of normal.

Mr. Darrell Maxwell called on August 10th and said Mr. Pieper had complained to him about irrigation water problem, and this would be his last irrigation water for the year.

I talked to Mr. Braat's hired man who was irrigating on the Pieper property on August 11, 1966. He stated that two outlets had given him trouble and ditch berm should be slightly higher in a few areas. He was at that time completing irrigation in the field north of the construction and had covered all areas adequately although it had taken him longer than normal due to the amount of water available. I told him we would correct his ditch problems when contractor commenced work in the area again.

Mr. Pieper called again on September 6, 1966 and requested that we install a 15-inch irrigation pipe from the Westland Canal to his diversion box in lieu of 12-inch as planned. Twelve inch pipe had already been installed, so I informed him that no change would be made. The original pipe was a 12-inch pipe size.

The only contact with Mr. Pieper since September 6, 1966 has been at the meeting held in your presence on December 19, 1966. At all of the meetings with Mr. Pieper he has continually complained about lack of access to the highway, irrigation ditch problems, lack of water for his cattle when pastured on the north side of the highway and other items that you were made aware of.

I am enclosing a small sketch map of this property and have noted work done as of this date.

I received on Thursday of this week a copy of a signed easement with Mrs. Evelyn R. Wood - File #39803, covering the acquisition of 0.05 of an acre on the north side of the highway, which would permit construction of a larger turning area out of the 14' X 13' R.C.B.C. under construction, and improve Mr. Piepers access to his property. I have noted this easement in red on the enclosed sketch map.

Cont'd.

Construction of this larger area will require installation of approximately 30 additional feet of 12-inch culvert and the salvage and reinstalling of approximately 175' of type II fence.

C. D. Hiatt
Resident Engineer
Hermiston, Oregon

Stone

Access Road graded and graveled by contractor

N

A. E. Pieper.

Lane Irrig. Co. Ditch

E.R. Wood

14'x13' RCBC Under Const.

Old Access

1000

NEW R/W

OLD R/W

Const. Ditch

Old R/W

New R/W

Private Irrig. Systems

1010

1020

To Pendleton

Ditch Rider Road

E.R. Wood

Butler Ck.

County Rd

32

To Bucks Corner

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 20, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(3)165
Boardman - Bucks Corner Section
Parcel 37974, L-5012 - Pieper

Enclosed is correspondence from property owner Arnold G. Pieper, who has written to Senator Wayne Morse on two occasions. Mr. Pieper's letter indicates he is not making any claim for additional money, but desires to secure "equal facilities" with what he had prior to the State's acquisition. Inasmuch as this involves Congressional mail, we would appreciate a reply at your earliest possible convenience, providing specific information concerning the construction complaints outlined in Mr. Pieper's letter.

We understand that Mr. Pieper's case is presently scheduled for condemnation on January 31, 1967, and it would appear proper to coordinate any corrective construction activity with a possible settlement of the case. You will note that Mr. Pieper's letter states, "I won't sign stipulation papers and the judge has set January 31 for a trial for condemnation."

If there are certain construction obligations, which are the basis of your present appraisals, which cannot be fulfilled, then it may be appropriate to have your appraisers reconsider their value estimates.

Concerning corrective construction that may be undertaken, that can be economically justified, our Area Engineer and Right of Way Officer will work closely with your Construction Division to provide any assistance that will enable you to reach an equitable settlement of this case.

Enclosure

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COPY

December 5, 1966

Mr. Arnold G. Pieper
Lexington,
Oregon 97839

Dear Mr. Pieper:

This will acknowledge your letter of November 15 which was mailed November 29 add came to my attention today.

I was sorry to learn of the continuing problems you are experiencing in connection with the proposed acquisition of your property for the highway construction on Interstate 80 N in Lexington.

In an effort to be of further help in obtaining thorough consideration of your views by the appropriate officials at the Bureau of Public Roads, I am communicating again with the Bureau and I am asking that a careful study be given to the points outlined in your November 15 letter.

I should receive a supplemental report in the near future and when it arrives I shall write to you again.

With kindest regards,

Sincerely,

Wayne Morse

WM/bh

bcc: Mary Rex M. Whitton,
Federal Highway Administrator
Bureau of Public Roads
U. S. Department of Commerce
Washington 25, D. C.

PR3C386

Lexington, Oregon
November 15, 1966

The Honorable Wayne Morse
United States Senate
Washington, D. C. 20510

Dear Senator Morse:

Thank you for your letter of June 9, 1966, which was written in reply to a letter I had directed to your office dated May 31, 1966. Your office was kind enough to forward a letter to you from Mr. Rex M. Whitton, Federal Highway Administrator of the Bureau of Public Roads under date of July 29, 1966.

Mr. Whitton has relied on reports of field personnel which I feel do not truly reflect the situation. I have obtained a photocopy of that letter which I am enclosing with this letter and which you may refer to.

In paragraph two of Mr. Whitton's letter he indicates that the easement on the north side would be built to an irrigation ditch grade and would be reinforced with pit run gravel. As of today there has been no gravel placed on the road and after irrigating the adjacent fields you are unable to move equipment over these roads for a period of approximately a week or more. The underpass measures thirteen feet high and the standard hay trucks haul loads of thirteen and one-half feet so consequently a semi truck and trailer cannot use this underpass.

Paragraph three of Mr. Whitton's letter indicates that there is some legal complication as regard to the ownership of the property. I presently have the fee title to this road and Westland Irrigation Company only has a twenty-five foot easement to use the same road to care for their ditches. Westland does not use this and it is just a trail from ditch canal road into my field which was widened and graveled and should be oiled.

Roger's Construction Company was kind enough to haul two loads of pit run gravel to some of the roads in question which enables pickups and light trucks to use the roads. However, the tenant who presently occupies the place has been unable to pull a hay baler up the road with a wheel tractor. A semi-truck and trailer has been stuck in the same roads and was unable to get out. Prior to the taking, one hundred to one hundred fifty ton of hay annually was hauled out Highway 30. Under the present circumstances, with lack of gravel and oil on the road, commercial haulers

will not be able to use it. Mr. Clyde Callwell, the State Right-of-Way Agent, and I have had several visits regarding this road and he agrees with me that this road should be improved with pit run gravel in order to use this property.

This trail angles up a hill 325 feet high on the west side, another one 325 feet high on the north side, Butter Creek on the east and Highway 80 is on the south. If I can't get my crops out to market I might as well let the ground go to sand burrs and other weeds. As to the bridge, if I had a steel pipe large enough to let water through and long enough it would be satisfactory.

Roger's Construction Company constructed the ditch across the property, however, they have failed to build outlets high enough to dam the water in order to use the irrigation outlets. The resident engineer has agreed to rectify this defect as soon as the hay was removed from the fields. The hay has been removed from the fields buts so far nothing has been done to correct this defect. I had contacted the Agriculture Conservation Program and would have been able to obtain some assistance from them in lining the ditch itself with concrete. However, the contractor did not notify me in time to complete this program.

The contractor did not consult anyone at the time he embarked upon the ditch project and consequently the ditch lays close enough to the fence which was constructed by the highway department so that I am unable to clean the ditch with equipment.

I am enclosing some photos of this particular property and the underpass which I think may be of interest and help explain some of the problems to you.

You will note that the road approaching the underpass is at right angles to it with no area provided for a sufficient turn for semi trailer rigs or farm equipment, consequently, a farm trailer or truck and trailer combination cannot turn in order to use this underpass. You will also note from the pictures the low water outlets which cannot dam up water sufficient in which to irrigate the fields.

Mr. Whitton has mentioned that I have asked for many things which he felt were uneconomically feasible. I did not ask to be relocated by Highway 30. Until the relocation of Highway 30, I had free access to and

from a public highway without any interference with the use and enjoyment of my property. Since the construction of Highway 30 I have lost access to this highway and have become dependent upon the State of Oregon by and through the Bureau of Public Roads in that I am forced to accept their substitutes for my former free access to the highway. As I have pointed out, their substitutes do not allow me access to the highway in the manner to which I have been accustomed. They are too skimpy in that they do not provide sufficiently for modern day farm equipment. I as a small farmer do not have the funds necessary to make these changes myself. My tenant has notified me that he will not renew the lease next year as he cannot move hay baling equipment around the corners on the new roads and cannot get them from the fields to the roads unless they are improved by pit run gravel, paved and oiled. I have sought in vein to interest someone else in the property as I am unable through physical infirmities to do the work myself. Other prospective tenants have looked at this property and feel that they cannot use it for the same reasons, namely, they cannot make the sharp turns to use the underpass with modern equipment and they feel that the roads are not sufficent to haul baling equipment over without the possibilities of getting stuck.

I have contacted various State Highway Engineers, my local State Representatives, and my local State Senator. The State Representatives and the State Senator were under the impression that this would be taken care of. However, within the organization of the State Highway Department and with the Bureau of Public Roads, I keep getting referred to someone else.

It is my opinion that their relocation project constitutes a unjustifiably taking of my property without just compensation. I am not making claim for additional moneys, I only wish your assistance in bringing pressure to bear upon the responsible parties to provide me equal facilities with what I had prior to the taking.

Your cooperation would be greatly appreciated.

Sincerely,

Arnold G. Pieper

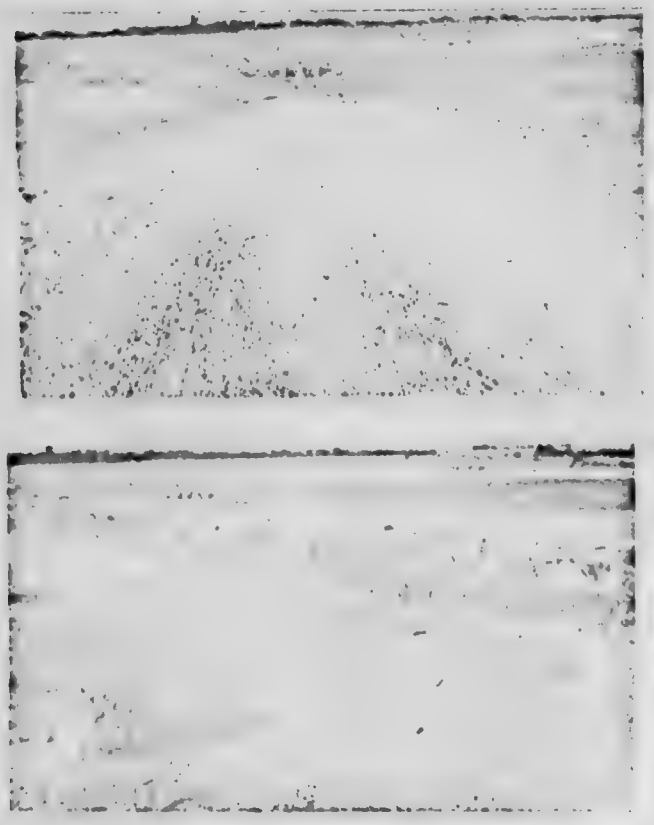
Arnold G. Pieper
Lexington, Oregon

Dr won't sign Stipulation papers + the judge has set Jan 31st for trial for condemnation.

PICTURES OF NEW ROAD BUILT

Contractor hauled 2 loads of gra
It is to soft. Wheels still spi
and a large truck with a load of
hay could not pull over this
soft road.

A tractor cannot pull a hay bale
over this road.

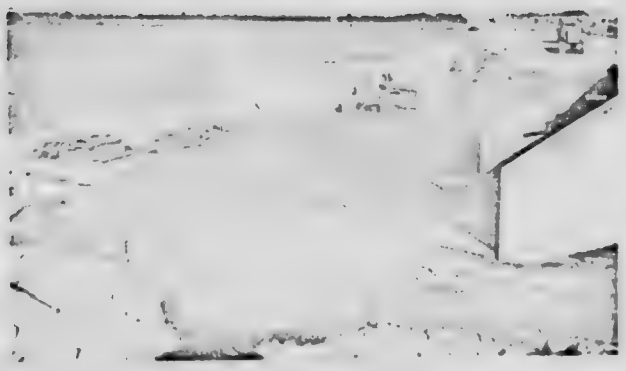


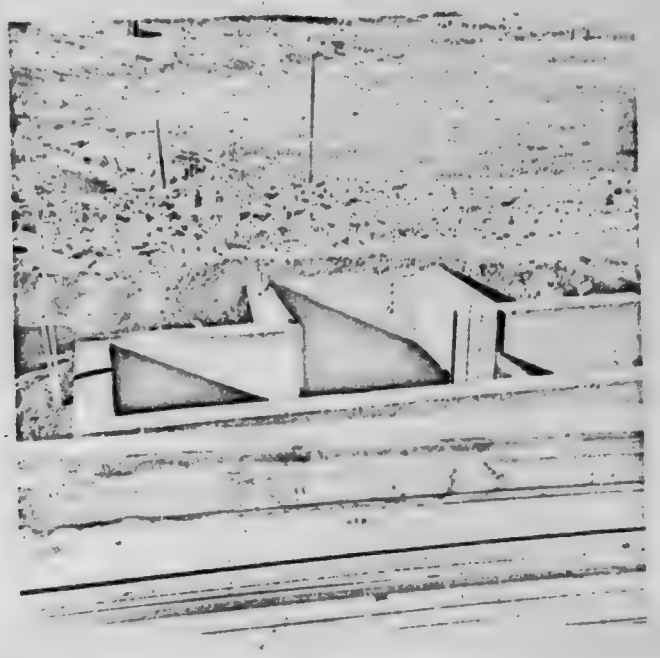
The crop has to be transported out this road. Will have to be paved.

X ON FENCES. They are all pictures of the same one fence.

This trail angles up a hill35 feet high on the west side. There is another one 35 feet high on the north side. Butter Creek is on the East and Highway 80N is on the South.

PR30386





N

W

E

IRRIGATION CANAL

MICH. STATE HWY.

Jap Hill To Mack.

X Where Lois Mary S. Hansell
& I Stopped & Checked
Line Fense

RED - ROADS
YELLOW - P.O. LINE
BLUE - IRRIGATION CHANNEL &
BUTTER CREEK
COUNTY LINE

Hwy. 30.

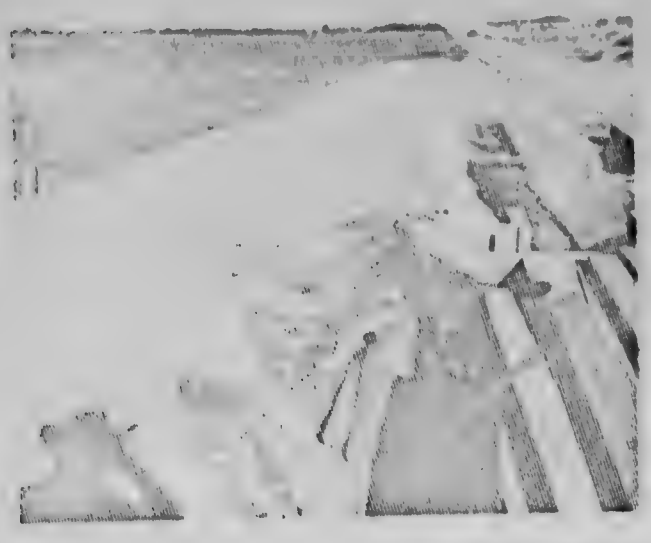
BUTTER CREEK

N 1/4 S.E. 1/4 N.W. 1/4

BLDG.

Old Stanfield Rd.

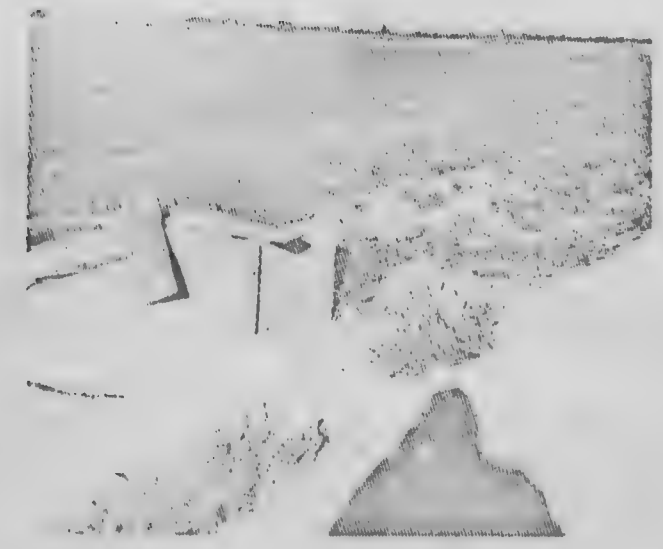
S



Picture #1-- Picture of road to equipment underpass.

Suppose to use 17 foot wide road to equipment under pass. This road is a sand blow with no gravel on it yet.

Picture #2-- This a front view of the equipment underpass. There is not enough room to turn a 30 foot long hay baler, tractor and bale carrier, or a semi-truck into the underpass from a 17 foot wide road.



Picture #3-- Picture of new irrigation outlet.

There are several of these outlets built to low. The outlet next to the head gate is so low that it will not back the water up enough to force water through the first outlets.

PRS 0366

RECEIVED
AUG 22 1966
FOR FILING

RECEIVED
AUG 3 1966
OFFICE C
STATE HIGHWAY Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

JUL 29 1966

Pass
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 15 1966
CONSTRUCTION
DIVISION

Honorable Wayne Morse
United States Senate
Washington, D. C. 20510

Dear Senator Morse:

In my June 20 letter to you concerning the proposed acquisition of Mr. Arnold G. Pieper's property for highway construction on Interstate 605 in Lexington, Oregon, I advised that our field personnel would review the matter and furnish me a report. The review has been completed and a report has been furnished.

The review reveals that before the taking Mr. Pieper had access to his lands on both sides of the highway but after the take he will have to use an equipment pass jointly with another property owner, Evelyn Wood, and the Westland Irrigation Company. The pass will be 13 feet high and 14 feet long which should accommodate farm equipment. In addition, permanent easements have been taken across the Wood property extending from the underpass to Mr. Pieper's property on each side of the highway. On the north side a road will be built up to the grade of an irrigation ditch, and on the south side the road will be reinforced with pit run gravel. These provisions should provide him with all-weather roads in this vicinity.

The sand ridge where Mr. Pieper wants the gravel placed is approximately 400 feet north of the highway, and on property owned by the Westland Irrigation Company. Besides the legal complication, the expending of funds for this purpose would not be justified.

The request to extend the existing cattle pass is not economically feasible since the highway does not affect its present use. The fears that flood waters would be impounded by the highway embankment are without foundation, because the new structures which cross Butter Creek will have approximately three times the capacity of the present structure. This should minimize the flood hazard rather than increase it.

The ditch which Mr. Pieper presently utilizes will be replaced in kind with the addition of a concreted inlet and outlet to hold erosion

NOTED
FORREST COOK

to a minimum. To concrete line the entire ditch would not be sound on an economic cost basis.

The need for another bridge is unwarranted because apparently there is a bridge across the ditch in the vicinity of Mr. Pieper's improvements, which abut the improved county road on the southerly boundary of his property.

Mr. Pieper has presented many plans and schemes to the State but they have not proven to be economically feasible, nor for the good of the general public, since they would be additional enhancements to his property above the considered fair market value of the taking.

Since the Oregon State Highway Department has followed accepted procedures as established by State law, and Federal-aid highway regulations are being complied with, there is no further action we can properly take in this matter.

We appreciate the opportunity to advise you. If further information is required do not hesitate to contact this office.

Sincerely yours,

REX M. WHITTON

Rex M. Whitten
Federal Highway Administrator

RECEIVED
JAN 9 - 1967
FOR FILING

January 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Oregon Project I-ØØØ-5(3)165
Boardman - Basin Corner Section
Parcel 37974, L-5012 - Pieper

In your letter of December 20, you requested that we furnish you with information concerning complaints by Mr. Arnold G. Pieper.

We have referred the matter to the field and requested expedited treatment for a report. We are advised that the matter is rather complicated and that they will not be able to furnish us with a complete report until about January 12. We will, as soon as we receive this report, transmit the information to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klobes
Assistant State Highway Engineer

FBK:arb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe (FBK 1269)
F. D. Morgan
L. H. Young
A. F. Parson

RECEIVED
JUN 1 - 1967

Form GPO 1941 (11-63) (Prev. ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-(21)176
6.1.67

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: F. B. Klaboe, Asst. State Hwy Engr

DATE: May 24, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(21)176
Statewide inspection-in-depth
Asphaltic concrete paving

Transmitted herewith is subject inspection-in-depth performed by our personnel earlier this month.

The findings and recommendations do not appear to require substantial followup action, so no further action on this project is contemplated.

It is our understanding this same equipment will be used on Cascade Locks-Mitchell Point Project (I-80N-2(35)43) later this season and we contemplate a check of the condition of the paving plant at that time as suggested in the recommendation section of the report.

Enclosure

6-1-67
REFERRED TO
Young - Zuregan
BY ASST. STATE HWY. ENGR.
w/enc.

NOTED
F. B. KLABOE

RECEIVED
MAY 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY 35-67-EID(1)3

cc:Wash DC thru Region

FORM PR-33D (REV. 10-65) OSHD (Klaboe)
Region (3)
File 439
Admin Mgr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☑ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT eg

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Umatilla	I-80N-5(21)176

DATE OF INSPECTION: 5/8-9/67

PHASE(S) INSPECTED: Asphaltic concrete pavement

INSPECTION MADE BY:
Willis R. Grafe, Area Engr
G. K. Hossner, Area Engr
R. A. Nichols, Area Engr

IN COMPANY WITH:
A. Shirley, Div Engr, OSHD
M. D. Glenn, Field Testing Engr, OSHD
J. D. Hiatt, Res Engr,
R. Rennels, Div Paving Tech.

REPORT PREPARED BY: Willis R. Grafe, Area Engr WRG

PROJECT INCLUDES:
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)
Rogers Construction Co.
Portland, Oregon

CONTRACT AMOUNT: $ 2,466,946.10

PROJECT STATUS (% comp.):

LOCATION
Morrow County Line - Stanfield Junction Section, Old Oregon Trail Hwy.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

Inspection Time - 12 man-hours - field
9 man-hours - office
Travel Time - 16 man-hours
Writeup Time - 3 man-hours

1. SUMMARY OF FINDINGS

Project is being adequately administered and constructed, with substantial compliance to specifications and regulations with minor exception as follows:

Calibration equipment (test buckets and scales) were not in place beneath the hot aggregate bins. This matter had already been the subject of much discussion between the State and contractor and the plant was to be corrected before coming to another project. No indications were evident in the quality control documents which would lead to the belief that unsatisfactory results had been obtained because of this lack.

(more)

2. RECOMMENDATIONS

Since the use of large (1 1/2" - 0) aggregate in plant-mix bituminous base has been discontinued, there is no reason to allow the contractor to run his plant without restoring the calibration equipment to its original position and condition. It is understood that this will be done before allowing the plant to be used on any future projects. Followup action would not be appropriate on this project but inspection of a future project will assure compliance.

3. DETAILED REPORT OF INSPECTION

Inspection involved a full review of the plant operation where set up at the left side Sta 950 in the contractor's source and review of a laydown and a complete review of the project records both at the plant and in the project office. Acceptance tests were available, adequate qualifiction of aggregates had been established,and adequate field testing had been performed. Results and frequency of testing were reviewed and found satisfactory.

The laydown equipment was observed to be operating in a satisfactory manner and is in conformity to the requirements of the specification. The continuous mix asphalt plant, with the exception of the above statement, was in conformity with the requirements of the State's specifications.

All equipment was adequate to provide for the needs of the job and was in good repair and well operated.

Roadbed surface and laydown were checked and found to meet the requirements and specifications with regard to automatic controls, surface, etc. Rolling is being performed with breakdown by rubber tire and finishing with the steel-wheeled rollers. A core was cut by the Division technician during the time of the inspection and this was observed. Rollers are satisfactory with regard to weight and tire pressure.

Scales have been adequately checked recently enough to assure that they are in compliance with the requirements of the specifications.

The ticket procedure is satisfactory and adequate records are being kept with regard to rejected, wasted or sold material by the contractor. Asphalt tankers have not been weighed occasionally by the project personnel and although this is not a requirement of the specification, the Resident Engineer stated that he would weigh the next one that came in and there is every reason to believe that he will do so.

There are no change orders, price agreements or extra work orders involved in the asphaltic concrete pavement thus far so no problems are incurred.

(more)

Original records and secondary records which are in the project office were followed through to the progress estimates and all were shown to be satisfactory.

All told, the project is adequatoly staffed by competent conscientious personnel who are obtaining a highly satisfactory product for the public funds expended.

Worksheet guideline questionnaire is attached to the Division office copy of this report.

RECEIVED
MAY 19 1967

Form CF-12
(11-63)
(Prev. by
A.O. 888-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(21)176
6795

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 16, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Junction
Columbia Basin Electric Cooperative's Relocation

Mr. Litchfield's May 5, 1967 letter requested our concurrence of the use of the contract method for the subject utility subsequent to the performance of the work and due to unusual circumstances.

We find that this contract method appears to be in the public interest as covered by Mr. Litchfield's letter and we concur in the use of Jerry Braun, Electrical Contractor, for this work.

NOTED
5-19-67
REFERRED TO
Morgan Litchfield Young
BY ASST. STATE HWY. ENGR.

RECEIVED
MAY 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123-B SOM 7-66

RECEIVED
MAY 9 - 1967
BUREAU OF PUBLIC ROADS

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID O. SUNDSTEN, MEMBER
PORTLAND

I-80N-5(21)176

6795

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 5, 1967

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Re: Columbia Basin Electric Cooperative's
Relocation
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(21)176
Contract No. 6795

TO T. B. KLABOE

Dear Sir:

The company's estimate and sketch map were approved by the State and the Bureau of Public Roads effective April 8, 1966 and the utility's forces began work shortly thereafter.

On May 26, 1966, Mr. Young (of Columbia Basin Electric Coop.) advised Mr. Valentine that the utility's forces were needed on emergency work in the vicinity of Heppner. He asked permission to hire additional help to continue the relocation since the power lines would soon be in conflict with the State's contractor. Mr. Young was advised that it would be permissible to hire additional employees so that the work would continue without interruption.

Jerry Braun, an electric contractor, was just completing some work in the area. When Mr. Young approached him, he was not agreeable to loaning part of his crew but did agree to perform the work for Mr. Young at a very reasonable rate. Since the rate was less than that charged by Mr. Young for his own crews and he already had Mr. Valentine's approval to hire additional help, he agreed to have Mr. Braun finish the work in this area. The work performed by Mr. Braun amounted to approximately 1/3 the total adjustment.

We believe the contracting of this work to Mr. Braun was in the public interest for the following reasons:

1. Mr. Young's forces were occupied with emergency work in the vicinity of Heppner.

2. Mr. Braun was the only qualified contractor and controlled all of the qualified men in the area.

3. Mr. Braun agreed to perform the work more economically than could be done by the utility's own forces. One reason for this is that the contractor was in the area and the utility worked out of Heppner. The contracting of this portion of the work saved the State at least $1,000. The approved estimate of cost was $9,623.90 and the final billing is for $6,234.35.

4. The State's contractor, Rogers Construction Company, had indicated it must work in this area within a few days.

5. Mr. Young's records indicate that his contractor began work June 1, 1966 and completed it June 3, 1966. This was much faster than could have been accomplished with the utility's forces, had they been available.

We request your concurrence that the use of Mr. Braun, as detailed above, was in the public interest.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

PGP:sg

cc/ ~~E.B.~~ Klaboe
L.H. Young
C.H. Matson
A.F. Parson
J.W. Valentine

RECEIVED
MAY 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-[illegible]-634 5

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
APR 18 1967 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

G-1-P

Project Name Morrow Co. Line-Stanfield Jct. Date April 14, 1967
Highway Old Oregon Trail Contract No. 6795
County Umatilla Prefix 630-1090
Contractor Rogers Construction Co. F. A. Project No. I-80N-5(21)176
Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish & install 6-inch metal conduit and drain pipe under future paved areas of the Stanfield Safety Rest Area.

NOTED
F. B. KLABOE
RECEIVED
MAY 2[illegible] 1967
OFFICE
STATE HIGHWAY [illegible]

Location by station numbers:

Stations 1246+00 & 1249+00, Left & Right

Estimate of quantities and cost:

Labor	$300.00
Equipment Rental	150.00
Materials	350.00
	$800.00
+15%	120.00
Total	$920.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No bid item set up for conduit & drain pipe installation at rest area location under this contract. Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,842,656.86	
Present estimate of project cost, including $920.00 for work under this order	$2,842,656.86	
Expected under-run / over-run amount	$--	
Expected under-run / over-run per cent	--	

Submitted by: /s/ C. D. Hiatt, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer of [illegible]

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved: /s/ L. H. Young, [illegible] Office Engineer.

Young 5-22-67

SP*23577-734

RECEIVED
MAR 31 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 5, 1967

Mr. George Corey
Attorney at Law
P. O. Box 218
Pendleton, Oregon

Re: Drained Duck Pond
Morrow County Line-Stanfield
Junction Section
Old Oregon Trail Highway

Dear George:

Following your telephone call of March 29, I have reviewed such information as is available with respect to the drainage of your client's duck pond It would appear that neither the Highway Department nor any of its employees were in any way involved.

While I appreciate your request that the Highway Department prevail upon the Game Commission to restock the pond with fish, it would appear that since the Highway Department is not responsible for the draining of the pond that it would be improper for the Department to become involved in such a request to the Game Commission.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: Fred Klaboe
Victor Wolfe
Frank Morgan
G. E. Rohde
Al Johansen

NOTED
F B KLABOE

FORM B-30X—5011—2-66 SP 123500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1967

To: MEMORANDUM TO FILE:

SUBJECT: Drained Duck Pond
Morrow County Line-Stanfield
Junction Section
Old Oregon Trail Highway

On March 29 George Corey, Pendleton attorney, telephoned the undersigned to inform him that he had a client whose duck pond was drained during the course of the construction of the Morrow County Line-Stanfield Junction Section of the Old Oregon Trail Highway. The duck pond was not within any area taken but he felt that apparently pumping performed by the contractor under the direction of the Highway Department had caused the pond to go dry. Mr. Corey stated that the owners had stocked the pond with bass and other fish and when the pond dried up the fish were lost. Mr. Corey did not know exactly what type action might be necessary, but felt that it might be an inverse taking of some nature.

Mr. Corey likewise felt that the Highway Department should prevail upon the Game Commission to restock the pond with fish, free of charge. I informed him I would check into this matter to determine what responsibility we had along the lines he suggested.

On the same date I explained the situation to Vic Wolfe. Mr. Wolfe was of the opinion he would not want to recommend to the administration that they forward a letter to the Game Commission, requesting a restocking of the pond. It was evident from the few facts I could gather from Mr. Corey that it was undoubtedly the contractor's work in the area and not that of any highway personnel.

On the same day I called Frank Morgan to see if he was aware of any such problem. After checking with the field Mr. Morgan thought the pond to which Mr. Corey referred was owned by Representative Irvin Mann who apparently leases the pond for duck shooting. Mr. Morgan stated that apparently Rogers Construction Company leased land in the vicinity of the pond and drilled a well to obtain water

for the construction of the highway. The well could have intercepted some of the pond's water and pulled down the water level of the pond. He further stated that we had no control over the operations of the contractor in supplying water for construction. It is quite common in this area for the duck ponds to serve as reservoirs for wells, and is not uncommon when farmers or ranchers in the area are using their wells heavily for the water levels in the ponds to be substantially reduced.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: Fred Klaboe
Victor Wolfe
Frank Morgan
G. E. Rohde
Al Johansen

RECEIVED
APR 5 1967
OFFICE OF
SOLICITOR

RECEIVED
MAR 21 1967

Form CD-121
(11-63)
(Prior editions may be used)
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(21)176

6795

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 14, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(21)176, Morrow County Line-Stanfield Jct. Section
Pacific Power and Light Company Adjustment

The documentation furnished by Mr. Cartwright's February 21 letter establishing that the subject utility has relinquished its access rights is satisfactory. The restriction for Federal-aid participation in the second paragraph of our February 25, 1966 utility memorandum is hereby lifted.

Utility
Right of Use
3-16-67

NOTED
F.B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 21 1967

Form CD-121
(11-63)
(Prev. ed. by
A.C. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-5(21)176
6745

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 14, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(21)176, Morrow County Line - Stanfield Jct.
Umatilla Electric Cooperative Association Adjustment

Our April 25, 1966 memorandum authorized you to proceed with the subject adjustment effective April 8, 1966, and subsequently you were authorized to proceed with additional work by our June 30, 1966 and July 25, 1966 memorandums. These memorandums stipulated three items necessary to complete this adjustment:

1. A satisfactory determination of the method of engineering charges by the consultant;

2. The determination of the percentage of reimbursability of certain poles, and

3. Submission of the certification of IM 30-2-66 with regard to the utility's property rights.

We wish to acknowledge receipt of Mr. Preston's March 7, 1967 letter; however, we cannot determine that this letter actually resolves any of the above stipulations.

Mr. Welty's December 16, 1966 statement appears to set out his charges, and apparently it is on an actual cost basis. It would appear some additional details such as hourly wage rates, hours worked, basis of transportation charges and subsistence are necessary. We assume the item "wages" must also include eligible items directly attributable to the project such as direct non-salary costs and overhead.

The determination of eligibility for Items 4 and 7 is not clear. We would appreciate a sketch showing in color the various adjustments, particularly the 12 poles between Stations 1030 and 1050, and the eight near Station 1329.

Upon receipt of the above, we may be in position to act upon your March 7 request.

3-16-67

NOTED
F.B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 23X 80M 7-66

RECEIVED
FEB 23 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. STEVENSON, MEMBER
PORTLAND

J-1-2(-)176

6795

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 21, 1967

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Re: Access Rights
Pacific Power & Light Co. Adjustment
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway-Umatilla County
Project No. I 80N-5(21)176

Dear Sir:

Reference is made to the last sentence in the second paragraph of your letter of February 25, 1966 on the subject project.

Enclosed you will find two copies of a letter to Pacific Power and Light Company dated January 30, 1967, with their endorsement to the effect that they have relinquished any access rights to the easements they abandoned by performing their relocation work.

Enclosed also are two copies of a letter from James R. Kuhn, Legal Division, to this office dated January 12, 1966. Your attention is directed to the second paragraph.

The letter referred to in Paragraph two above should establish the fact that Pacific Power and Light Company has not retained its access rights and therefore, will allow you to participate in this utility adjustment. Your concurrence will be appreciated.

Very truly yours,

F.D. Morgan
Construction Engineer

By Thomas Litchfield

T.W. Litchfield
Utilities Liaison Engineer

JMC:sg

Enc.

cc: ~~F.B. Klaboe~~
Jack Sollis

NOTED
F. B. KLABOE

RECEIVED
FEB 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible] 12-65 [illegible] 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 30, 1967

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R.H. Sallee

Re: Access Rights
Pacific Power and Light Company Adjustment
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway-Umatilla County
Project No. I-80N-5(21)176
YOUR FILE: PD-9-CE-33

Gentlemen:

Please refer to your estimate and sketch as submitted with your letter of February 12, 1966. Our letter of March 1, 1966 authorized you to proceed with the above-captioned work as of February 25, 1966.

The Bureau of Public Roads requires us to clearly establish the fact that you do not retain any access rights to the easement that you abandoned by performing this work. Therefore, to clarify our files, would you please sign and return the enclosed copy of this letter as evidence that you have abandoned all easement rights within the highway right of way including access rights.

Your cooperation in this matter is greatly appreciated.

Very truly yours,

F.D. Morgan
Construction Engineer

By T.W. Litchfield

T.W. Litchfield
Utilities Liaison Engineer

Attachment

Abandonment of the easement rights herein referred to are hereby acknowledged:

PACIFIC POWER AND LIGHT COMPANY

By R.H. Sallee

FORM S-30 SOM 10-65

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Owen

Pease
Acrelock
Trout
Scott
Wilt
Litchfield
Olson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JAN 12 1967
CONSTRUCTION DIVISION

Salem Office
January 12, 1967

SUBJECT: Pacific Power & Light Company Line Adjustment Morrow County Line-Stanfield Junction Section

To: Mr. Ted Litchfield
Utilities Liaison Engineer
B u i l d i n g

You handed me a copy of the Bureau of Public Roads letter of February 25, 1966, concerning reimbursement of the utility adjustment of the Pacific Power & Light Company line. You indicate that the line was eliminated and is no longer located upon the highway right of way. The BPR has advised you that no claim for Federal-aid participation should be made until you clearly establish the fact that the utility has not retained its access rights to its abandoned easement.

An easement is eliminated by the physical act of removal of facilities with the intent to abandon. This is different from the transfer or release of other interests in real property which must be in writing under the Statute of Frauds. Therefore, if the power company has abandoned their private easement, all their rights therein have ceased including the right of access thereto.

Normally, such releases are made a part of Exhibit "A" attached to the letter to the power company giving them notice of the adjustment. However, this case, which required the complete elimination of the line, is not specifically covered in Exhibit "A". Therefore, to be certain of their abandonment, I suggest that you obtain a letter from them explaining that they have abandoned this line including all rights of access thereto.

Also, may I suggest that Exhibit "A" be revised to include this situation in the event it should arise again. You would need to add a sentence to the last paragraph on page two similar to this:

> "In the event, the facilities are removed completely from the Interstate Highway right of way, then the acceptance of the cost of such removal by the utility shall constitute a full release of all its right, title and interest in that portion of its private easement which lies within said section of Interstate Highway right of way."

James R. Kuhn

JAMES R. KUHN
Staff Attorney

JRK:djg
cc: Mr. Jack Sollis

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required
FEB 7 1967
Date
Title Chief Engineer
U.S. Bureau of Public Roads

Form A-106—6M

STATE FORCES NOT INVOLVED

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 10

Project Name Morrow Co. Line-Stanfield Jct. Date February 8, 1967

Highway Old Oregon Trail Contract No. 6795 F. A. Project No. I-80N-5(21)176

County Umatilla Prefix 630-1090 Account No. 229-10

Description of Work To Be Done:
Furnish and install two (2) metal irrigation slide gates at siphon box inlet.

NOTED
F. B. KLABOE

Location by Station Numbers:
"E" 76+50 (Hermiston Interchante) Left.

RECEIVED
FEB 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of Quantities and Costs:

Lump Sum Agreement	$290.00

Explanation: State to reimburse Westland Irrigation District for cost of furnishing and installing gates. State or Contractor not equipped to perform work. Billing & payment to be made on a lump sum basis.

Work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,842,656.86
Present estimate of project cost, including $ 290.00 for work under this order	$2,747,700.00
Expected under-run ~~Over-run~~ (amount)	$ 95,000.00
Expected under-run ~~Over-run~~ (per cent)	3

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or

Approval Recommended: /s/ Alfred Shirley Jr., Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

STATE PLANNING

RECEIVED
FEB 1 - 1966
FOR FILING
I-xxN-5(21)17

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 6795 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 26, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Jct. Section
Pacific Gas Transmission Company Adjustment

Our December 29, 1965 memorandum authorized you to proceed with the actual adjustment for the subject utility; however, we withheld approval of the agreement, subject to submission of the X-permit.

Subsequently, we have received your January 5 letter to the utility and have approved the X-permit as of January 25, 1966; therefore, we hereby approve your agreement effective this date.

REFERRED TO
Young - Utilities
By Asst. State Hwy. Engr.
1-31-66

RECEIVED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-366—444

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Continuing project authorization for additional funds and time
Date JAN 16 1967
U.S. Dist. Engineer
U.S. Bureau of Public Roads

Project Name Morrow County Line-Stanfield Junction Date January 19, 1967

Highway Old Oregon Trail Contract No. 6795

County Umatilla Prefix 630-1090

Contractor Rogers Construction Co. F. A. Project No. I-80N-5(21)176

Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Slope faces of State-Controlled material source to angle of repose.

NOTED
F. B. KLABOE

Location by station numbers:

North and adjacent to Sta. 764.

RECEIVED
JAN 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor		$ 225.00
Equipment		750.00
		$ 975.00
	+15%	146.25
	Total	$1,121.25

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Sloping of gravel pit faces is necessary to prevent erosion and allow natural reseeding of slopes. Work was not included in provisions of the contract. Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 2,842,656.86
Present estimate of project cost, including $ 1,121.25 for work under this order	$ 2,842,656.86
Expected under-run / over-run amount	$ --
Expected under-run / over-run per cent	--

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt
Resident Engineer

/s/ Alfred Shirley Jr.
Approval Recommended: Division Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 1-30-67

RECEIVED
JAN 11 1967
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1967

To:
MEMO TO THE FILES

SUBJECT: Shutdown of Paving
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway
Contract No. 6795

NOTED
F. B. KLABOE

On January 3, 1967, Bud Shirley, Assistant Division Engineer at LaGrande, was contacted by phone and advised that a shutdown order on paving only could be issued on the subject project.

The specifications called for a penalty of $200 per day after December 31, 1966 if the paving of all except the top lift was not completed on the westbound lanes of the project. The intent of this was to allow a period of time during the winter months to construct structures at irrigation facilities on the eastbound lanes. This period would be when the irrigation canals were not being used.

The contractor completed the bituminous base on the westbound lanes around the irrigation area and made connections to the eastbound lanes ona reported December 29 date. This paving allowed for work on the irrigation structures to commence but did not complete the paving as far as the specifications were concerned. Further paving at this season would accomplish no great benefit to the State and could be detrimental in results due to unfavorable conditions. Therefore, a shutdown on the paving was justified.

At resumption of paving in the spring when the shutdown is lifted, the penalty will be in force for the time necessary to complete the paving of the westbound lanes as per contract agreements.

This has been discussed with Mr. Klaboe. The Bureau of Public Roads through their Area Engineer Mr. Dick Nichols agrees with this procedure.

John H. Walker
Assistant Construction Engineer

JHW:fp
cc Gordon Brooks
F. B. Klaboe
A. F. Parson

RECEIVED
STATE HIGHWAY

6796

1206

RECEIVED
DEC 14 1966
FOR FILING

I-80N-5(21)126
6795

#5

November 23, 1966

Rogers Construction Company
11760 N.E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on November 22 considered your request for an extension of time on Contract No. 6795 on the Morrow County Line-Stanfield Junction Section of the Old Oregon Trail in Umatilla County.

After considering the recommendation of the Engineer and other available information, the Commission extended the specified completion date to September 2, 1966, for that portion of the project which was to be completed by July 31, 1966.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

lhm

cc A.F. Parsons
C.D. Mott
L.H. Young
F.D. Morgan
C.H. Nelson
Bureau of Public Roads

RECEIVED
OCT 24 1966
FOR ...
I-Rail 1(21) ...
6795

October 21, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 5
November 22, 1966 meeting

Gentlemen:

Rogers Construction Company, contractor on the Morrow County Lime-Stanfield Junction Section of the Old Oregon Trail Highway in Umatilla County, Contract No. 6795, requests an extension of the specified completion date from July 31 to September 2, 1966. The contractor's request is based on an alleged delay caused by unavailability of right-of-way and a delay in receiving box culvert steel detailing sheets from the Highway Department.

This contract has three completion time limits and this request concerns only the first which provided that the end fills for four grade separation structures were to be completed by July 31, 1966.

The contractor's request for time based on unavailability of right-of-way cannot be allowed since the property in question was under condemnation prior to the date bids for this project were received. Possession of the property could have been taken at any time.

On April 26, 1966, the contractor submitted for our approval certain steel detail drawings for a box culvert located in one of the end fills which was to be completed by July 31, 1966. Through an inadvertent oversight, there was a delay in submitting the necessary field data to check these drawings, so our approval was not sent to the supplier until June 16, 1966. These are ordinarily checked in about ten days so the interval listed above justifies an extension of 34 calendar days.

I recommend that the specified completion date for this early portion of the contract be extended 33 days to September 2, 1966. This will eliminate liquidated damages which have been assessed. There has been no delay to other phases of this project because of this circumstance and final completion will not be affected by it.

This is a Federal-aid interstate project and we have Bureau of Public Roads concurrence.

This matter will be on the agenda for your consideration at the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Matson
A. F. Parson

JAB:fp bg

RECEIVED
OCT 21 1966

Form CO-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 18, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(21)167
Morrow County Line - Stanfield Junction Section
Old Oregon Trail Highway
Request for Time Extension

Reference is made to Mr. Klaboe's October 13, 1966 letter on the above subject.

We concur in time extension of 34 calendar days for the reasons given. It is noted that this time extension applies only to that portion of the project which was to be completed by July 31, 1966, and does not affect the completion date of the overall project.

copies
REFERRED TO
Young - Morgan - Mason
BY ASST. STATE HWY. ENGR.
10-21-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 80M 10-66 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1966

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Morrow County Line-Stanfield Jct.
Old Oregon Trail Highway
Contract No. 6795

Attached is a request from Rogers Construction Company, Contractor on the subject contract, for an extension of the specified early completion date from July 31 to September 2, 1966 without the assessment of liquidated damages. The contractor's request is based on a delay caused by unavailability of right of way and a delay in receiving box culvert steel detailing sheets from the Highway Department.

This contract has three completion time limits and this request concerns only the first. The contract special provisions required that the end fills for four grade separation structures were to be completed by July 31, 1966.

The contractor's allegation that a portion of the highway right of way was not available to him so that he could perform a part of his contract work is erroneous. On the property in question, a condemnation complaint was filed prior to the date that bids on the contract were received. The contractor elected to curtail his operations in this area until the property owner was satisfied as to the State's intentions. The property owner was contacted and his objections to the contractors entry was resolved on August 5, 1966. Even though the contractor delayed his entry onto this property as a service to the property owner, this delay cannot be considered as a reason for granting an extension of time, since the property was under condemnation proceedings and technically the State could have taken possession at any time.

The Contract General Special Provisions dated January, 1966 provide under Section 8-8 (b) that "Failure of the State to act promptly in carrying out obligations and duties shall be considered cause for increasing contract time." The steel supplier submitted box culvert detail drawings to the Highway Department for approval on April 28, 1966. This box culvert is located in the end fill of the

Meadows Road grade separation structure which was to have been completed by July 31, 1966. The culvert data sheet, which contains the information necessary to check this steel, was inadvertently not submitted by the Resident Engineer until June 3, 1966. The Bridge Department returned the approved detail drawings to the steel supplier on June 10, 1966. Allowing 10 days as a reasonable interval between the date the supplier submits detailed drawings and the date that the approved drawings are mailed by the Department, the 44 day interval listed above justifies an extension of 34 calendar days. This then, justifies an extension of the early completion date on this project to September 3, 1966.

It should be noted that the reason for establishing an early completion date for construction of the end fills for the four structures was because a contract for the structures was expected to be let very shortly after the subject contract was let. Due to unforeseen difficulties, the contract for these structures has not yet been let, so the necessity of this early completion date did not materialize.

The specified early completion date for the end fills was July 31, 1966. This work was completed September 2, 1966 and $3,300.00 in liquidated damages have been assessed against the contractor. We recommend that the specified completion date for this early portion be extended to September 2, 1966. This will eliminate liquidated damages which have been assessed.

This matter has been discussed with the Bureau of Public Roads' Area Engineer, who agrees that our reason for granting an extension appears to be valid.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:rw

Attach.

cc: L. H. Young

RECEIVED
OCT 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

W. RAY ROGERS • DONALD ROGERS • GENERAL CONTRACTORS • Tel. 503 / [illegible]5817

ROGERS

CONSTRUCTION CO.
11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

September 6, 1966

Oregon State Highway Department
Mr. C. D. Hiatt
Resident Engineer
701 East Main Street
Hermiston, Oregon

RE: Morrow County Line - Stanfield Junction Section
Contract 6795. Extension of Time - Section 8-7 Meadow Road
which was to be completed July 31, 1966.

Dear Mr. Hiatt:

We wish to point out that the right of way was not available in time to perform this section of 8-7 Provisions and Specifications.

We further recite below delays on the reinforcing steel, namely 6 x 4 Box Culvert.

Supplier submitted details to Oregon State Highway Department- April 28, 1966. Supplier received details stamped - June 10, 1966, sent to his office June 15, 1966. Material was fabricated and shipped on July 8, 1966.

This did not allow us enough time to build this culvert in time to complete fills by July 31, 1966.

Very truly yours,

ROGERS CONSTRUCTION CO.

Chas R. McInroe

Chas. R. McInroe

CRMcI/mad

E - 320 (Rev.)—5M--8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ..... September 6 ....., 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 8/1/66 ~~days~~ to 09/2/66 days, within which to complete our Contract No. ..... 6795 ....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter attached.

Respectfully submitted,

Rogers Construction Co.
Contractor

By .....

CONSENT OF SURETY

Date ..... 9/8 ....., 19 66

We, FIDELITY AND CASUALTY COMPANY OF NEW YORK

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

FIDELITY AND CASUALTY COMPANY OF NEW YORK

BY ..... Attorney-in-fact
ATTORNEY (SEAL)

PALLETT, FISHER & CARLO, INC.
Resident Agent

BY ..... RESIDENT AGENT

PORTLAND, OREGON

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6795 Contractor Rogers Construction Company

Highway Old Oregon Trail Highway

Section Morrow County Line-Stanfield Junction

Kind of Work Completion of end fills at overcrossing structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~XXXXXXXX~~ GRANTED. The reasons for such recommendation are as follows:

~~XXXXXXX

W. RAY ROGERS • DONALD ROGERS • GENERAL CONTRACTORS • Tel. 503 / 5517

ROGERS

CONSTRUCTION CO.
11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

September 6, 1966

Oregon State Highway Department
Mr. C. D. Hiatt
Resident Engineer
701 East Main Street
Hermiston, Oregon

RE: Morrow County Line - Stanfield Junction Section
Contract 6795. Extension of Time - Section 8-7 Meadow Road
which was to be completed July 31, 1966.

Dear Mr. Hiatt:

We wish to point out that the right of way was not available in time to perform this section of 8-7 Provisions and Specifications.

We further recite below delays on the reinforcing steel, namely 6 x 4 Box Culvert.

Supplier submitted details to Oregon State Highway Department- April 28, 1966. Supplier received details stamped - June 10, 1966, sent to his office June 15, 1966. Material was fabricated and shipped on July 8, 1966.

This did not allow us enough time to build this culvert in time to complete fills by July 31, 1966.

Very truly yours,

ROGERS CONSTRUCTION CO.

Chas. R McInroe

Chas. R. McInroe

CRMcI/mad

POCATELLO OFFICE: P. O. BOX 4610 • POCATELLO, IDAHO 83201 • AREA CODE 208-233-5181

RECEIVED
NOV 23 1966
FOR FILING

F-800-6(21)176

6795

477 Cottage Street NE.
Salem, Oregon 97301

November 18, 1966

08-35.9

Mr. Everest Cooper, State Highway Engineer
Salem, Oregon

for A. W. Parsons, Division Engineer
Salem, Oregon

Statewide Inspection-in-Depth Control No. 66-35-EID(245)36
Summary Report - Quantity and Cost Control - Phase 24

We have completed our Statewide Inspections-in-Depth, Quantity and Cost Control, Phase 24. The inspections were made during June, July and August 1966.

We inspected 4 projects for this phase, 1 primary and 3 interstate projects. They were located in 4 of the 6 State highway divisions. You were furnished copies of the reports for each of the projects as follows:

Date	Report No.	Project No.	Division	
July 13, 1966	35-66EID(24)10	I-005-3(47)95	4	6738
August 5, 1966	35-66-EID(24)16	I-5-2(41)91	3	6518
August 30, 1966	35-66-EID(24)18	I-80N-5(21)176	5	6795
August 31, 1966	35-66-EID(24)19	F-135(7)	2	6773

Individual project deficiencies and recommendations for corrections were discussed in these reports and the State has already taken corrective action on some of these deficiencies.

Although the projects inspected were limited in number, our review indicated that the following items were either repetitive or of sufficient importance that corrective action should be taken on a Statewide basis.

1. On all projects inspected the progress payments made for work completed on a lump-sum basis were not adequately supported by field records. There were no notes, memoranda or calculations that showed the amount of lump-sum work completed, date completed or how the amount allowed on the progress estimate was determined.

NOTED
F. B. KLAGGE

(more)

2. On Projects I-80N-3(47)95 and I-5-2(41)91 there were approximately 20 weight memo books, Form E-82, which were not properly validated by the weighman.

3. On Project I-502(41)91 Material Receipts, Form E-10, for sprinkling did not show the station where the material was placed. In some instances Sprinkling Tally Sheets did not show sufficient information to support the disallowance when the entire hauled quantity was not allowed. Some receipts were prepared the day after the water was placed. The result was that the material receipts and the tally sheets did not reconcile for a particular day.

4. On Project I-5-2(41)91 the quantities of asphalt incorporated into the project were not maintained on an "as used" basis. The contractor was supplying material from his asphaltic concrete plant to other similar projects at the same time. The payment to the contractor for asphalt is based on supplier invoice quantities, less the quantity remaining at the completion of an estimate period.

   The quantities paid on progress estimates for these projects were determined by the average percentage of asphalt in the mixture as determined by daily tests. This procedure could result in the apportioning of unaccountable asphalt used to each project supplied from this plant.

   The deficiencies disclosed indicate the need for strengthening the supervision over the preparation and maintenance of project field records. A uniform system, properly supervised and controlled, would assure compliance with the State's policies and procedures regarding documentation of work performed. This could be realized by an effective procedures review unit previously recommended. The improvement in the record keeping as a result of the support and direction by the Headquarters office would assure maximum Federal participation.

cc:
Region

NOV 25 1968
OFFICE OF
DIVISION ENGINEER

RECEIVED
OCT 14 1966
I-WR FILING
I-205-5(21) 176
6193

October 13, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Morrow County Line-Stanfield
Junction, Old Oregon Trail
Highway, Project No. I-205-
5-(21)167
176

Dear Sir:

We have received from Rogers Construction Company, contractor on the subject project, a request for an extension of the specified early completion date from July 31 to September 2, 1966. The contractor's request is based on a delay caused by unavailability of right-of-way and a delay in receiving box culvert steel detailing sheets from the Highway Department.

This contract has three completion time limits and this request concerns only the first. The contract special provisions required that the end fills for four grade separation structures were to be completed by July 31, 1966.

The contractor's allegation that a portion of the highway right-of-way was not available to him so that he could perform a part of his contract work is erroneous. On the property in question, a condemnation complaint was filed prior to the date that bids on the contract were received. The contractor elected to curtail his operations in this area until the property owner was satisfied as to the State's intentions. The property owner was contacted and his objections to the contractor's entry was resolved on August 5, 1966. Even though the contractor delayed his entry onto this property as a service to the property owner, this delay cannot be considered as a reason for granting an extension of time, since the property was under condemnation proceedings and, technically, the State could have taken possession at any time.

The Contract General Special Provisions dated January, 1966, provide under Section 8-8 (b) that "Failure of the State to act promptly in carrying out obligations and duties shall be considered cause for increasing contract time". The steel supplier

submitted box culvert detail drawings to the Highway Department for approval on April 28, 1966. This box culvert is located at Station "E" 10+10 and is in the end fill for the Meadow Road grade separation structure which was to have been completed by July 31, 1966. The culvert data sheet, which contains the information necessary to check this steel, was inadvertently not submitted by the Resident Engineer until June 3, 1966. The Bridge Department returned the approved detail drawings to the steel supplier on June 10, 1966. Allowing 10 days as a reasonable interval between the date the supplier submits detailed drawings and the date that the approved drawings are mailed by the Department, the 44-day interval listed above justifies an extension of 34 calendar days. This then, justifies an extension of the early completion date on this project to September 3, 1966.

It should be noted that the reason for establishing an early completion date for construction of the end fills for the four structures was because a contract for the structures was expected to be let very shortly after the subject contract was let. Due to unforeseen difficulties, the contract for these structures has not yet been let, so the necessity of this early completion date did not materialize.

The original completion date for the end fills was July 31, 1966. This work was completed September 2, 1966. Based on the delay in returning approved steel details for the box culvert, it is our recommendation that the specified completion date for this early portion be extended to September 2, 1966. Your concurrence is requested.

Very truly yours,

Ferrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Ferrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Pareon

DES:fr srb

RECEIVED
OCT 10 1966
FOR FILING

I-80N-5(21)176

Form CD-121 (11-65) (Prep. by A.O. 206-10)

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 4, 1966

In reply refer to: 08-35-DA.3

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line-Stanfield Junction Section
Old Oregon Trail Highway
State Force Work Order No. 6

Reference is made to Mr. Young's letter of September 6, 1966 concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be elibigle for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $3,157.00 with Federal participation of $2,841.30.

Attachment

REFERRED TO
Young w/enc.
BY ASST. STATE HWY. ENGR.
10-10-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—SM

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 5 1966
Title
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6

Project Name Morrow Co. Line-Stanfield Jct. Date August 26 19 66

Highway Old Oregon Trail Contract No. 6795 F. A. Project No. I-80N-5(21)176

County Umatilla Prefix 630-1090 Account No. 278-06

Description of Work To Be Done:

Paint traffic lines and markers as required throughout the project.

Location by Station Numbers:

765+00 - 1330+00

Estimate of Quantities and Costs:

White solid line - 3-inch - 53.5 miles at $46.00/mile	$ 2,461.00
White intermittent - 4-inch - 24.0 miles at $29.00/mile	696.00
Total	$ 3,157.00

Explanation: Work to be performed by State Forces. Agreed Unit Prices as per memorandum dated August 3, 1966. Work has started 8-25-66.
$4,500.00 set up for this work on construction authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 2,842,656.86	
Present estimate of project cost, including $ 3,157.00 for work under this order	$ 2,842,656.86	
Expected under-run / over-run (amount)	$ -	
Expected under-run / over-run (per cent)	-	

Submitted by: /s/ C. D. Hiatt, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or [illegible]

Approval Recommended: /s/ Alfred Shirley Jr., Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, [illegible] Office Engineer.

[illegible] State Printing

RECEIVED
OCT 6 - 1966
FOR FILING
I N.I-5 (21)176
6 / 7

October 4, 1966

1036

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Inspection-in-Depth Report
Quantity and Cost Control
Morrow County Line-Stanfield
Junction Section, Old Oregon
Trail Highway, Oregon Project
I-80N-5(21)176

Dear Sir:

As requested in your letter of September 9, our comments on this Inspection-in-Depth Report are as follows:

Item 1 - Lump Sum Bid Items: You note that progress payments made on lump sum items were not adequately supported as there were no records to back up the percentages of work completed.

This item was discussed and checked with the Resident Engineer at his office and he now has on file his notes which support the percentages allowed. It might also be noted that written instructions regarding supporting data for lump sum item percentages allowed for partially completed work has been sent to our field engineers.

Item 2 - Subcontract Work Performed Without Approved Agreement: This refers to work of placing and furnishing reinforcing steel for structures.

At the time of inspection, the Resident Engineer did not have on hand a subcontract from Soule Steel Company who performed the work. The subcontract referred to is on file at this time in the Engineer's office. While the Resident Engineer or the Bridge Engineer who was assisting him did not until the time of the inspection ask the contractor to supply a subcontract, it was found that a subcontract had previously been negotiated by the prime contractor and the subcontractor. The copy on file at the Engineer's office bears the date of April 11, 1966, and is properly signed. The contractor had failed to deliver to the State copies of this subcontract.

Item 3 - Documentation of Truck Measurements for Material Paid by Truck Measure: The Resident Engineer at the time of inspection had misplaced the notes which established the volume of material the trucks could carry. These notes have been located and are on file with the project data.

Item 4 - Cash Discounts on Force Account Material: This referred to an invoice which substantiated payment for some lumber which the contractor purchased for work relating to Extra Work Order No. 2.

On the invoice was a statement concerning a two percent discount. Both the Resident Engineer's office and the Accounting office overlooked this statement. There is some question at this time as to what the terms of the two percent discount are. The Resident Engineer has contacted the contractor regarding it and will clarify the question and leave or correct the payment accordingly. The entire amount in question is $3.63.

This covers the items questioned in the report.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
A. F. Parsons (Enc.)

JHW:bjm srb

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: September 9, 1966

In reply refer to: 08-35.5/439

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Administrative Manager

SUBJECT: Inspection-in-Depth, Control No. 35-66-EID(24)18
Quantity & Cost Control
Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Junction Section

Enclosed is a copy of the inspection-in-depth report on the subject project.

We would appreciate your comments on corrective action taken as a result of this report.

Enclosure

Routing

Morgan	Pass
Decker	Merelock
Bond	Trout
Barbee	Scott
Walker	Wille
Glenn	Litchfield
Swan	Olson

RECEIVED
SEP 13 1966
CONSTRUCTION
DIVISION

orig w/encl
morgan
copy of ltr
to Young
9-14-66

RECEIVED
SEP 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D
(REV. 10-65)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	35 - Oregon	Umatilla	I-80N-5(21)176

DATE OF INSPECTION	PHASE(S) INSPECTED
8-15 to 8-17-66	Phase 24 - Quantity and Cost Control

INSPECTION MADE BY
C. C. Pike
B. C. Bassett

IN COMPANY WITH
C. D. Hiatt, Resident Engineer
G. D. Abernathy, Resident Bridge Engineer
J. C. Vincent, Officeman

REPORT PREPARED BY C. C. Pike
C. C. Pike, Auditor, Salem, Oregon

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☒ OTHER (Specify) Extra Work

CONTRACTOR (Name and address)
Rogers Construction Company
11760 NE. Glisan Street
Portland, Oregon

CONTRACT AMOUNT
$ 2,466,946.10

PROJECT STATUS (% comp.)

LOCATION
Morrow County Line - Stanfield Junction Section of the Old Oregon Trail Highway
Stas 769+79.2 to 1330+00

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

(Part of a Statewide Inspection-in-Depth)

Control No. 35-66-EID(24)18

A. SCOPE OF INSPECTION

This inspection was on the procedures and practices employed at the project site to control material quantities and construction costs. The inspection included observation of material loading and weighing operations; preparation of weigh memos, material receipts, and other source documents. The practices and procedures for recording engineering time reports, equipment usage, and consumable supplies were reviewed. Field notes, calculation sheets, diaries, daily records for Force Account work, and other supporting data for items paid on progress estimates were also reviewed.

In our opinion the policies, procedures, and practices employed on this project are adequate to establish the reliability of the field records, with the exception of the findings presented in Part "B".

EDITION OF (5-64) IS USABLE

B. SUMMARY OF FINDINGS

1. Lump Sum Bid Items

Progress payments made for work completed on a lump sum basis were not adequately supported by field records for the following pay items:

1 -	Clearing and Grubbing	(80% allowed)
8 -	Finishing Roadbed and Slopes	(49% allowed)
24A-	Lightwell Grate	(100% allowed)
25 -	Revised by Price Agreement No. 5, Sewage Sump Chamber	(100% allowed)
85 -	Furnish Field Laboratory	(100% allowed)
95 -	Shoring, Cribbing, etc.	(50% allowed)

There were no basic records to support the percentage of work allowed on the above lump sum items. The Resident Engineer stated that his notes, written on scratch paper, were usually discarded after the allowances were entered on the draft copy of the progress estimate. He also stated that in the future his computations and estimations would be attached to the office copy of the progress estimate and retained in the field office files.

The cause of this deficiency was due to lack of detailed instructions to the Resident Engineers for documentation of completed work on lump sum items.

2. Subcontract Work Performed Without Approved Agreement

The Soule Steel Company was furnishing and placing reinforcing steel for the prime contractor, Rogers Construction Company, without an approved subcontract agreement. This work covers pay items 24, 102, and 107. This nonconformance with the regulations was brought to the attention of the Resident Engineer and the Bridge Engineer. The Resident Engineer immediately phoned the contractor's superintendent to correct this oversight, and started the process to obtain the required subcontract agreement. He advised that the subcontract would be submitted in the near future.

This deficiency was caused by the lack of communication between the Resident Engineer and the Bridge Engineer and resulted in the performance of unauthorized work.

3. Documentation of Truck Measurements for Material Paid by Truck Measure

Pay Item No. 7 - Gravel blanket was paid by truck measurement. The measurement of the capacity for some of the trucks used was not available in the field office files.

The Resident Engineer advised that they had previously measured all hauling equipment used for this item but the records had been misplaced. He stated that as the equipment was still being used on the project they would remeasure the vehicles to document the capacity of the trucks for which the records were missing.

4. Cash Discounts on Force Account Materials

The contractor has claimed under Extra Work Order No. 2 for costs of lumber purchased from Blue Mountain Fir Products, Inc. The invoice offered a 2 percent cash discount which was not deducted from the invoice by the contractor. Article 9-8, paragraph (b) (1) of the Standard Specifications states that, "If a cash or trade discount is offered or is available to the purchaser, it shall be credited to the State notwithstanding the fact that such discount may not have been taken." The office man stated that the field review of force account statements was limited to the verification of labor and equipment hours, labor and equipment rates, quantities of materials, etc. Verification of items such as cash discounts and labor additive rates was left to the Accounting Division. Examination of the payment voucher for Estimate No. 4 (Vo. 5358, 66-7) disclosed that the cash discount was not deducted from the payment to the contractor.

This error was caused by failure of the Resident Engineer to check compliance with the Standard Specifications prior to his certification of the Force Account Statement. The responsibility was left to Headquarters, and in this case the error was not detected and corrected. This resulted in a slight overpayment to the contractor.

C. RECOMMENDATIONS

1. Lump Sum Bid Items

The Highway Department Headquarters should establish uniform procedures and specific instructions for the documentation of work performed on a lump sum basis. The instructions should include the basis for the Resident Engineer's estimate of work performed; i.e., lineal measurement, square foot, acreage, etc. Complete records should be kept to support the progress payments made on all construction items. The record should include the Resident Engineer's opinion regarding the acceptability of the completed work.

2. Subcontract Work Performed Without Approved Agreements

The Resident Engineer and the Bridge Engineer should ascertain from the contractor the extent of the contemplated subcontract work to be performed on the project before work is started. This information could be obtained at the preconstruction conference.

The Resident Engineer should enforce the provisions of the contract that provide for the approval of the subcontract agreement prior to commencement of the work.

3. Documentation of Truck Measurements

The capacity of all vehicles to be used for hauling material paid for by truck measurement should be computed before such work has started. This documentation should be plainly marked and bound together permanently and retained as part of the permanent project records.

4. Cash Discounts on Force Account Material

The Resident Engineer should verify that all cash discounts offered on material purchased for force account are passed on to the State in accordance with the Standard Specifications. This should be done prior to his signing the force account statement and submission to the Division and Headquarters office. The verification of contractor's claims by Headquarters personnel should be in the nature of a "double check" rather than an "initial audit". This would provide maximum assurance that errors of this type are disclosed and corrected.

D. DETAILED REPORT

1. Weighing Operations at Scale House

The contractor furnished a L. R. Murphy Registering Single Beam Scale at the "hot mix" plant" for weighing asphaltic concrete mixture and one Howe Single Beam Scale at stockpile site for weighing rock surfacing materials.

The contractor was furnishing both surfacing rock and asphaltic concrete mix for an adjoining contract, Project I-80N-5(18)167, in addition to furnishing material for this project.

At the time of inspection the contractor was hauling asphaltic concrete mixture to Project I-80N-5(18)167 only. The weighman on duty was from that project. Surfacing rock was being hauled to both projects and a weighman was on duty from each project.

The Weigh or Load Memo Tickets, Form E-82, were properly validated and listed the gross, tare, and net weights in accordance with stated instructions on the cover of each ticket book.

The scales balanced when not loaded and the required testing weights were in the scale house. The scale platforms were clean and the scale houses were adequate. All necessary supplies were available to the weighmen. Empty trucks were weighed twice a day, in the morning and at noon.

The weighman at the point of loading, and the checker at the point of placing, maintain tally sheets of quantities recorded on their tickets and reconcile these tally sheets every 10 loads.

The only difference in operating procedures was the weighman for adjoining Project I-80N-5(18) was sending the weigh tickets, by the truck drivers, to the checker in groups of three, whereas the weighman for this project had orders to send the weigh ticket for each load. Material hauling to this project at the time of the inspection was sporadic.

2. Payment for Watering

The State Standard Specifications, Sections 102-3.12 and 102-3.13, to which the contract provisions are referred, specify that when earthwork materials are obtained from sources of the contractor's own choosing, the watering of the material to provide compaction and required density to embankments, backfills, and fills made with said materials, shall be performed as an incidental item for which separate measurement and payment will not be made.

The contract designated an acceptable State-owned source for obtaining Special Borrow Material. The contractor obtained some material from this source and then moved to "Borrow" areas of his own choosing.

In accordance with the Standard Specifications the Resident Engineer has computed the quantity of watering allowed the contractor to date on Estimate No. 4 as follows:

Quantity of Borrow from optional pits	354,829 cu. yds.
Total Excavation and Borrow placed	1,117,535 cu. yds.
Water per Material Receipts as of 8-4-66	41,958 M-gals.

354,829 ÷ 1,117,535 = 31.75%

41,958 M-gals. x 31.75% = 13,322 M-gals. used on material from optional pits, not allowable.

41,958 - 13,322 = 28,636 M-gals., amount allowed and paid on Progress Estimate No. 4, up to 8-5-66.

The contractor is protesting the exclusion of the watering on this material, due to the fact that the material is the same kind as obtained from the State-owned pit.

This item was discussed with the Public Roads Area Engineer, who concurs with the Resident Engineer in disallowing payment in accordance with the specifications.

3. Payment for Plant-Mix Stone Base and Asphaltic Concrete Mixture

Payment to the contractor on progress estimates are supported by the Daily Progress Report, Form 238 for Plant-Mix Stone Base and Form E-150, Daily Progress Report - Bituminous Pavement, for asphaltic concrete mixture quantities. The forms show the previous total; quantity placed to day; and the accumulated total. The quantity placed each day is compiled from the Weigh Memos, Form E-82, and verified from the Material Receipts, Form E-10.

The moisture content in the plant-mix stone base is maintained on tabulation sheets in the Field Testing Laboratory at the crusher site. Tests during the period of 4-22 to 6-10-66 averaged 5.6% moisture content, which is within the limits of 4 to 7% specified in the contract.

The moisture testing was performed by personnel from the adjoining project, I-80N-5(18). The material from the contractor's plant was used for both projects.

As the Resident Engineer on Project I-80N-5(21) had no record of these tests for his files, it was suggested that copies be obtained and filed for his records. The form listed as Exhibit No. 1, on Report No. 35-66-EID(24)16, dated 7-29-66 for Project I-5-2(41)91, would provide adequate documentation.

4. Asphalt in Bituminous Base Mixture

The contractor was furnishing material from his asphalt plant to this project and the adjoining Project I-80N-5(18). The State Plant Inspector receipts each Bill of Lading for asphalt received at the plant and placed in the storage tanks. As a check on asphalt used and received each day, the gallonage in the tanks are measured each night and morning by the "sticking" method. This gallonage is then converted to tons and reconciled to the amount received and amount used. Computation of the quantity used was based upon daily tests of asphalt content of the base mixture placed each day. These records were maintained on the Inspector's Daily Plant Report.

The quantity of asphalt used each day on each project was computed on the bituminous Base mixture delivered to each project multiplied by the average percentage of asphalt content. This information was recorded on the Daily Plant Record, Form E-93, and the quantities used on each project were listed on the Bill of Lading.

The measurements from "sticking" the storage tanks were maintained on scratch paper. In discussing these procedures with the Resident Engineer and the Plant Inspector it was determined that this information should be a permanent record and in the future would be recorded on the Daily Plant Record.

The basis of payment for asphalt is the suppliers' Bill of Lading and certified weigh tickets, for the material received at the plant, less any material on hand at the completion of the project. The controls in effect on this project were adequate for this payment procedure. To be consistent with payment procedures for other contract items, payment for asphalt in mixtures should be based on the measurement of asphalt incorporated into the project at the time it is placed and not on the basis of material received into the contractor's storage facilities, as evidenced by suppliers' invoices.

5. Payments for Drilling Wells - Pay Items 86 to 89

Page 35 of the contract specifies that payment for well drilling 0 to 50 feet will be paid at the price bid per each for all well drilling 50 feet or less in depth.

Measurement and payment for drilling wells 50 to 100, 100 to 150, and 150 to 200 feet in depth, will be made at the applicable price bid per linear foot for drilling the well hole measured from the land surface to the bottom of the hole.

At the time of inspection the contractor had drilled 1 well 135 feet and 1 well 63 feet in depth, for a total of 198 feet.

The Resident Engineer paid the contractor for the work completed as follows:

Item No. 86 -	0 to 50 feet:	2 each at $400.00 =	$ 800.00
Item No. 87 -	50 to 100 feet:	63 feet at $ 8.00 =	504.00
Item No. 88 -	100 to 150 feet:	35 feet at $ 8.00 =	280.00
Total (198 feet at $8.00)			$1,584.00

The Resident Engineer advised that the contractor was protesting the method of payment and contends that he should be paid $800.00 on Item No. 86 plus the entire depth of 198 feet at bid price of $8.00 per foot on Items 87 and 88.

This pay item of drilling wells was discussed with Public Roads District and Area Engineer, who concurred that the contractor had been paid the total amount due for work completed to date in accordance with the terms of the contract.

6. Steel Piling Furnished and Driven

Payment has been made to the contractor for the estimated quantity of 2860 lin. ft. (44-65 foot piles) delivered to the job site. The quantity delivered was supported by Field Inspection Report, Form E-469. Payment was made in accordance with the terms of the contract.

Piling had only been driven on Structure No. 5204A; therefore, only half of the pay item, "Drive Piles", had been paid the contractor.

The Field Pile Book was maintained in accordance with existing instfuctions, and properly validated. There were three pile cutoffs in excess of 20 feet which will require credit to the project if not used in the remaining structure. The contract specified 65-foot piling, whereas the contractor furnished 30- and 35-foot piling. The splicing to make up 65-foot piling to be at contractor's expense. On Bents 3 and 4 there were four 30-foot piles used, plus cutoffs from other piles instead of the order length of 65 foot. The cutoff credit due would be the 35-foot section not used, plus any cutoff from the 30-foot section. The credit would be the same as if a 65-foot pile was used in the "leads".

To date, the piles for Bridge No. 5204B have not been driven so no transfer of excess piling and cutoffs have been made. A follow-up review of this project should be made at final voucher stage to assure that appropriate credit has been given.

7. Personnel Timekeeping - Equipment Rental - Supplies Purchased

a. Regular time is maintained in a time book for the entire crew by the officeman for each day. At the end of the month, the time report, Form A-248, is typed from the data in the time book. Exchange time was maintained in individual books, Form E-333, by each employee. This time is verified each day by the officeman, from the Resident Engineers, and/or party chiefs. These individual exchange time books provide the support for the summarization of time on the exchange time report submitted to Headquarters.

b. Equipment or car rental was maintained by the officeman. The shifts the car was worked were entered on the equipment rental form, A-85, daily. The car usage is compared to the payroll by the officeman. In general the cars are assigned to inspectors and party chiefs at the start of the project, but are subject to change of assignment whenever necessary. The rental information is typed at the end of the month and submitted to Headquarters. Amounts are charged to each project by the Automatic Data Processing (ADP) equipment in Headquarters.

c. Field Purchase Orders were signed by the Resident Engineer. The supplies received are noted on the second copy by person receiving goods, acknowledged by him and forwarded to Headquarters for payment.

Storeroom purchase orders for supplies from Headquarters are signed by the Resident Engineer. Receipt of these supplies are by visual count only, usually by the officeman. Any missing articles are noted on the field copy.

Last order on file was for supplies on Purchase Order No. 27065 dated 7-22-66 in the amount of $4.03.

We believe the above practices provide adequate controls for this type of cost.

Form A-106—6M

STATE COPY

STATE FORCES NOT INVOLVED

OREGON STATE HIGHWAY DEPARTMENT

U.S. Bureau of Public Roads

G 1-P

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 7

Project Name Morrow Co. Line-Stanfield Jct. Date September 20, 1966

Highway Old Oregon Trail Contract No. 6795 F. A. Project No. I-80N-5 (21)176

County Umatilla Prefix 630-1090 Account No. 284-07

Description of Work To Be Done: Reimburse O.W.R. & N. Co. for costs incurred in protecting and inspecting their facilities during construction.

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 26 1966 by [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Location by Station Numbers:

Station "E" 85+00 (Ordnance Interchange)

Estimate of Quantities and Costs:

Labor	= $	800.00
Equipment	=	200.00
Total		$1,000.00

RECEIVED
OCT 20 1966
OFFICE OF
STATE HIGHWAY ENGR.

Explanation: Payment to be made as per actual cost incurred in protecting railroad facilities. $1,000.00 authorized for R.R. protection costs.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,842,656.86
Present estimate of project cost, including $1,000.00 for work under this order	$2,842,656.86
Expected under-run / over-run (amount)	$ –
Expected under-run / over-run (per cent)	–

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer or Assistant State Highway Engineer, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

STATE COPY

Form E-800—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

AUG 12 1966 U.S. Bureau of Public Roads
Dist. Engineer

Project Name Morrow Co. Line-Stanfield Jct. Date August 10, 19 66

Highway Old Oregon Trail Contract No. 6795

County Umatilla Prefix 630-1090

Contractor Rogers Construction Co. F. A. Project No. I-80N-5(21)176

Address P.O. Box 16537, Portland, Oregon Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reshape and widen existing roadway to a 12-foot width, surface with 2 inches of gravel blanket and construct 2 - 20' gateways.

Location by station numbers:

746+00 - 799 - north side

RECEIVED
OCT 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$ 200.00
Equipment	236.00
Materials	20.00
	$ 456.00
+15%	68.40
	$ 524.40
Gravel Blanket Material - 400 yds. at $1.20 =	480.00
	$1,004.40

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work not originally planned for construction on this project. Construction of roadway is a right of way obligation. Gravel blanket material to be placed by contractor at bid item price noted under this contract. (#6795) Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,842,656.86
Present estimate of project cost, including $1,004.40 for work under this order	$2,842,656.86
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt
Resident Engineer

Approval Recommended: /s/ John A. Bond
For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter
Asst. Division Engineer

Approved /s/ L. H. Young
Office Engineer.

State Printing

Young 10-7-66

STATE COPY

Form E-200—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 8/16/, 1966
G. L. Peterson
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Morrow Co. Line-Stanfield Jct. Date August 9, 1966

Highway Old Oregon Trail Contract No. 6795

County Umatilla Prefix 630-1090

Contractor Rogers Construction Co. F. A. Project No. I-80N-5(21)176

Address P.O. Box 16537, Portland, Oregon 97216 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Eliminate seepage of joints of metal irrigation pipes by grouting or other satisfactory methods. Furnish and install wood boards for constructed irrigation ditch outlets, head gates and livestock ditch barriers.

Location by station numbers: Stas. 991+00 - 1325+00

Estimate of quantities and cost:

Labor	$ 434.78
Materials	250.00
Equipment	184.79
	$ 869.57
+ 15%	130.43
	$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No provisions set up under the contract for performance of the above described work. Work necessary to satisfactorily complete adjustment of irrigation facilities. Work has started August 1, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,842,656.86
Present estimate of project cost, including $1,000.00 for work under this order	$2,842,656.86
Expected under-run / over-run amount	$ –
Expected under-run / over-run per cent	–

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, ~~State Highway Engineer~~ Office Engineer.

State Printing

8/16/66

RECEIVED
AUG 10 1966
FOR FILING

I-80N-5(21)17
6795

August 9, 1966

932
934

Mr. C. Doss Knighten
County Sanitarian
Umatilla County Health Department
Pendleton, Oregon 97801

Dear Mr. Knighten:

Re: Pendleton Section, Interstate 80N,
Umatilla County

Reference is made to your letter of July 29 to Colonel McElwee, Corps of Engineers, in regard to a mosquito problem along the Umatilla River in the vicinity of the proposed relocated I-80N.

Our plans for this section include changes in the channel which will eliminate the island which starts approximately opposite Tutuilla Creek and extends downstream about one-quarter mile. I presume that this is the island in question.

We do not presently anticipate doing any work which would eliminate the small island lying approximately one-half mile downstream from Tutuilla Creek if this area is also a problem. At present it appears that we will have no need for any added embankment materials; however, this may change when construction gets under way.

Enclosed is a xerox print of an aerial picture of the area indicating the two islands in question.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parson

ADO:jrm srb

Attachment

cc: Col. Frank B. McElwee (Enc.)

August 9, 1966

Mr. C. Does Knighten
County Sanitarian
Umatilla County Health Department
Pendleton, Oregon 97801

Dear Mr. Knighten:

Further reference is made to your July 29 letter concerning the current freeway construction on the Morrow County Line-Stanfield Junction Section. The effect of this work on the surface drainage patterns in the vicinity has been explained to you and Mr. Lemken and Mr. Dillon on the ground by our Assistant Division Engineer Alfred Shirley, Jr. We understand it was concluded that the new construction will tend to alleviate existing water ponding and the resulting mosquito propagation.

We are pleased to know that the highway construction as planned will not aggravate this problem.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

JAB:fp srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parson

FORM E-30 8CM 3-63 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
AUG 8 1966
CONSTRUCTION
DIVISION

La Grande, Oregon
August 5, 1966

SUBJECT: Morrow Co. Line-Stanfield Jct.
Old Oregon Trail Highway
Contract 6795
Assignment FBK-932

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Attention: Mr. J. A. Bond

Reference is made to assignment FBK-932. On this date I met with Doss Knighten, Larry Lemkau and Evan Dillon, sanitarians for the Umatilla County Health Department. We reviewed, in the field, the present highway construction across the Stanfield Meadows.

It was explained to these gentlemen that the widening and slope flattening of the existing highway and the construction of the additional two lanes and median area would eliminate all of the existing borrow ditches adjacent to the present highway and thereby eliminating these potential mosquito breeding areas. They indicated this to be acceptable and were very happy with the situation. It was further explained to Messrs. Knighten, Lemkau and Dillon that there would be no frog ponds within the right of way where mosquitos might breed and that we would adequately take care of all drainage.

Mr. Dillon was especially concerned about the proposed rest area site at station 1250 where the present ground consists of many low pot holes where mosquitos now breed. Our plans call for additional embankment in this area and contour grading that will eliminate this problem. This was explained to Mr. Dillon and he seemed satisfied.

It was suggested to the gentlemen that in the future considerable time would be saved if they would contact this office in case any health problems arise that could involve this department. They agreed that they would do this in the future.

A. F. Parson
Division Engineer

By Alfred Shirley Jr

Alfred Shirley, Jr.
Assistant Division Engineer

AS:dj

Pendleton

1" = 500' ±

UMATILLA COUNTY
Health Dept.

☆PENDLETON, Oregon

3865

JUL 29 66

July 29, 1966

Mr. Forest Cooper, Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

I am writing to you in regard to the new highway construction in the vicinity of one to two miles west of the Stanfield Juntion on Highway 30.

Upon survey of the area it became apparent that the construction could result in the development of mosquito habitat in the road side ditchs and drains.

As you are undoubtedly aware, the water table in the area varies from 2 feet to 10 feet below the surface in the Stanfield Meadows. This water table raises and lowers in relation to the time of year. The irrigation water and the spring runoff often raises the water table high enough to form surface ponds and pools. Because of the high water table this area is one of the most noted mosquito producing areas in Umatilla County.

During the highway construction it would be well to provide shallow enough drains next to the road so that water will not stand in them as a result of the ground water table. Part of the existing drain ditches along the present highway have water standing in them at various times. As you may be aware, intermittent ponding of water is the type of habitat that is necessary to produce Aedes (Flood water) type mosquitoes. These are the severe pest type. The wayside rest area planned for location in this area would be directly affected by the additional mosquito production.

Your consideration in preventing this problem during the construction of the highway would save more money in developing corrective measures in the future.

If our department can be of any assistance to you concerning this matter please contact this office.

RECEIVED
AUG 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

ALTON L. ALDERMAN, M.D.
COUNTY HEALTH OFFICER

C. Doss Knighten
County Sanitarian

CDK:pf

RECEIVED
1966
OREGON
STATE HIGHWAY COMMISSION

Routing

Morgan

Decker

Bond

Barbee

Walker

Glenn

Swan

RECEIVED
AUG 3 1966
CONSTRUCTION
DIVISION

Trout

Scott

Wills

Litchfield

Olson

July 29, 1966

Colonel McEwee
Corps. of Engineers
Walla Walla, Washington

Dear Sir:

I am writing to you concerning the highway 30 by-pass that will cross the Umatilla river directly south of the Eastern Oregon State Hospital adjacent to the south of Tutuilla Creek.

During the course of the construction of the levee along the north side of the river two water courses were left in the river extending for approximately one-quarter mile. The two water courses are divided by a good sized island.

During normal flow the river runs along the bluffs on the south shore. The river only uses the north course during high water periods. However, during the low water periods the north course has water standing throughout the length of the bottom area. This area has become a very significant mosquito producing habitat making it necessary for the City of Pendleton to spray this water as part of their mosquito control program.

It is our understanding that the highway relocation will go through this area. If this island could be used for construction fill and the bottom graded to provide for one water course through the area it would be of great assistance in eliminating the mosquito problem that now exists.

Your consideration in correcting this situation either during the present highway relocation or during future stream improvement works, would be of great assistance to the City of Pendleton and the Umatilla County Health Department in providing for the general public health of the affected community.

If our department can be of any assistance to you concerning this matter, please contact this office.

REFERRED TO
Olson
Asst. Forest Engr.

RECEIVED
AUG 1 1966
OFFICE
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

Very truly yours,

ALTON L. ALDERMAN, M.D.
COUNTY HEALTH OFFICER

C. Doss Knighten
County Sanitarian

RECEIVED
1966
OREGON
STATE HIGHWAY COMMISSION

CDK:pf

cc: Mr. Forest Cooper, Engineer

State Highway Dept., Salem, Ore.

RECEIVED
JUL 29 1966
FOR FILING

Form CD-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I 80N-5 (21)176
6795

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 25, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Junction
Umatilla Electric Coop Association Adjustment
Additional Work

Our April 25, 1966 memorandum authorized you to proceed with the actual adjustments of the subject utility effective April 8, 1966. Mr. Litchfield's July 21 letter submitted documentation to support additional work, previously overlooked by the Staff Attorney's January 12, 1966 letter, in the vicinity of station E6+75.

We hereby approve the supplemental agreement as evidenced by Mr. Valentine's Inter-Departmental Correspondence of July 14, 1966; the utility's July 12, 1966 letter; estimate (Supplement No. 3); and sketch, all transmitted by Mr. Litchfield's July 21 letter.

The comments of our June 30, 1966 memorandum approving Supplements Nos. 1 and 2, and previous correspondence concerning the participation of the consultants' fee is applicable to this work also.

You were verbally authorized to proceed with the additional work effective July 15, 1966. This authorization is subject to a further determination of the percent of reimbursability similarly to our June 30 and April 25 memorandums. Approval and reimbursement for the eligible portion of the work is also subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto, and subject to the certification required by IM 30-2-66 as a condition precedent to Federal reimbursement.

REFERRED TO
Irene - Litchfield
BY ASST. STATE HWY. ENGR
7-28-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-208—5M

FINAL COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 6 1966 By ...
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Morrow Co. Line - Stanfield Jct. Date July 12, 1966

Highway Old Oregon Trail Contract No. 6795

County Umatilla Prefix 630-1090

Contractor Rogers Construction Co. F. A. Project No. I-80N-5(21)176

Address P. O. Box 16537, Portland, Oregon 97216 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install signs required for detours as noted on the construction plans. Furnish and install two way traffic signs at one-half mile intervals thru out the length of the project where two way traffic is carried.

Location by station numbers:

742+00 - 1330+00

Estimate of quantities and cost:

Labor	$3,860.87
Equipment	400.00
Materials	4,000.00
Contractor's %	1,239.13
Total	$9,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
All signs and signing work to conform to the uniform traffic control manual as required under the Standard Specification sec. 7-30. $9,500.00 authorized for signing under this contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,842,656.86
Present estimate of project cost, including $9,500.00 for work under this order	$2,842,656.86
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*8291-734

7-25-66

RECEIVED
JUL 7 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 30, 1966

In reply refer to: 08-35-EC

FROM : ~~A. W. Parsons, Division~~ Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Junction Section
Umatilla Electric Cooperative Association Utility Adjustment
Additional Work

KLABOE
NOTED
F. B. KLABOE

Our April 25, 1966 memorandum authorized you to proceed with the actual adjustments of the subject utility effective April 8, 1966. Mr. Litchfield's June 14, 1966 letter has submitted documentation to support additional work because of a change in construction in the vicinity of Station 795; additional work to provide service near Station 920 not originally contemplated; work now determined as reimbursable in the vicinity of Station "E" 75 and extension of the work beyond the end of the project near Station 1330 as being more economical to perform at this time then during the next construction project.

We hereby approve the supplemental agreement as evidenced by Mr. Valentine's May 3 and 18 Interdepartmental Correspondence, the April 20 and May 10 estimates (supplement no. 1 and no. 2) and accompaning sketches submitted by the utilities May 12, 1966 letter all transmitted by Mr. Litchfield's June 14, 1966 letter.

As previously covered in our April 25 utility memorandum, overhead and engineering costs submitted by the approved consultant should be considered as nonparticipating until such time that you submit further supporting information particularly to show that such costs are not based on a percentage of the relocation cost. It would be appropriate to have the consultant derive his fee on the basis of an additive process to support the submitted lump sum.

You were verbally authorized to proceed with the actual adjustment for the additional work effective June 13, 1966. This authorization is subject to a further determination of the percent of reimbursability per Mr. Litchfield's letter. Approval and reimbursement for the eligible portion of the work is also subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto, and subject to the certification required by IM 30-2-66 as a condition precedent to Federal reimbursement.

REFERRED TO
Young-Litchfield
BY ASST. STATE HWY. ENGR.
7-6-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 23 1966
FORM BSC-(REV 10-58) SP*23401-734

FOR FILING

I-80N-5(21)176

6795

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 20, 1966

To:

MEMO TO THE FILES

SUBJECT: The State's Share of Umatilla Electric Cooperative Association's Adjustment
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(21)176
Contract No. 6795

A meeting was held in Mt. Welty's office in The Dalles to determine the State's share of Umatilla Electric Cooperative Association's estimates dated April 5, April 20 and May 10, 1966. Those in attendance were as follows:

Jess Jones	Oregon State Highway Department
Dennis Wuite	Oregon State Highway Department
James Valentine	Oregon State Highway Department
Phil Preston	Oregon State Highway Department
Robert Welty	Umatilla Electric Cooperative Association

The utility's work on this project is approximately one-tenth reimbursable. It was agreed between Mr. Welty and Mr. Valentine that the utility would submit an estimate and sketch for the reimbursable work only. The utility's estimate dated April 5, 1966 was intended to cover the reimbursable work only; however, in checking it, it was determined that the crossing near Station 1328 contained one pole which occupied public road right of way. The line through the Hermiston Interchange area, Station 1030 through Station 1049+50, contained three poles which occupy public road right of way. The work connected with the non-reimbursable poles in the Hermiston Interchange has been deleted from the estimate; however, this estimate was not satisfactor to the State for the following reasons:

(1) The difficulty in checking the estimate to determine that there was, in fact, no non-reimbursable work included.

(2) The difficulty for the field personnel to determine the charges for certain work, since the work performed on one ~~pole~~ pole would have to be divided into reimbursable and non-reimbursable work.

The company's above-mentioned estimates were reviewed in detail. It was determined that the estimates dated April 20 and May 10, 1966 were satisfactory to the State.

After considerable discussion and a phone call to the Umatilla Electric Cooperative Association accountant, it was found that the cost of the total work performed by the utility in the Hermiston Intersection area and also the crossing near Station 1328 could be determined. The total number of poles in conflict within this area is of record. Therefore, it was agreed that Mr. Welty would revise his estimate dated April 5, 1966 to include the non-reimbursable work in the Hermiston Interchange and the crossing at Station 1328 only and determine the State's share by our usual method; that is, the State's share would be the ratio of number of poles in conflict on private property to the total number of poles in conflict.

It will be approximately two weeks before all the field records of the utility will have been processed by their office and the information made available to Mr. Welty. At this time he will commence preparation of the estimate as discussed above and we should be able to expect it within the next month.

Phil G. Preston
Utilities Office Engineer

PGP:bjm:fp

cc: Mr. Robert Welty
F. B. Klaboe
C. H. Maison
A. F. Parson
J. W. Valentine

RECEIVED
JUN 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 80M 4-62

COMMISSION MEMBERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUN 21 1966
FILING
I-80N-5(21)176
6795

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 17, 1966

Pacific Gas Transmission Company
124 Beale Street
San Francisco, California 94106

ATTENTION: Mr. F. W. McChesney

Re: Swamp Weights
Pacific Gas Transmission Company
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway - Umatilla County
Project No. I-80N-5(21)176
Contract No. 6795

Gentlemen:

We hereby approve of the use of thirteen new swamp weights as requested in your letter of April 28, 1966. This approval is subject to the State receiving salvage credit for the old weights.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: Pacific Gas Transmission Company
5015 East 3rd Avenue
Spokane, Washington
ATTENTION: Mr. P. A. Lathrop

F. B. Klaboe
L. H. Young
C. H. Maison
A. F. Parson
C. D. Hiatt
J. W. Valentine

RECEIVED
JUN 13 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(21)176

6795

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 7, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: J. H. Girvin
Acting District Engineer

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Junction Section

Returned herewith approved is revised construction plan sheet 18, whereon is shown the right of way necessary to accommodate Pacific Gas Transmission Company's facilities. This office authorized acquisition of the utility right of way on December 1, 1965. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

The project agreement will be forwarded for your approval under separate cover.

Enclosure

REFERRED TO
Yoseng - Interstate
BY ASST. STATE HWY. ENGR.
6-13-66

NOTED
F. B. KLABO

RECEIVED
JUN 9 1966
OFFICE
STATE HIGHWAY ENGR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 14 1966
FOR FILING
I-80N-5(21)176

Form CD-121 (11-63) (Prep. by A.O. 206-10)

UNITED STATES GOVERNMENT *Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 6, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks (for)
District Engineer

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Junction
Pacific Gas Transmission Company

Approval of the installation of 13 new swamp weights as presented in Mr. Litchfield's May 11, 1966 letter is effective this date. This approval is subject to the project receiving just salvage credit for the old weights and a showing that this work is not a company betterment.

Confirmation of our May 11 verbal concurrence for the disposition of the salvaged 36" pipe is hereby made. This concurrence is subject to our review of the bids and receipt of a satisfactory salvage credit to this project.

REFERRED TO
BY ASST. STATE HWY. ENGR.
6-13-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 23 1966
FOR FILING
6795
4525

May 23, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35.6
Morrow County Line-
Stanfield Jct. Section
Old Oregon Trail Highway
Umatilla County
Ordnance Interchange
Bridge No. 9539

Dear Sir:

In regard to your letter of March 23, the questions contained therein have been reviewed with the following comments:

The structural steel quantity was larger than might be expected because it was based on a preliminary design. Refinements during the final design stage will undoubtedly result in a somewhat smaller total quantity. Along this same line, we intend to investigate the economics of using welded plate girders vs. the rolled beam shapes.

The design criteria does provide for composite design in the area of positive moment. Side sway due to unbalanced vertical and longitudinal forces was taken into account.

We agree that smaller end abutments can be used. The abutment will consist of a bearing seat and backwall and wing walls turned back at approximately a 45 degree angle. We also agree that the overall appearance would be better with the top of the concrete pedestal at Bent 1

lowered to only six inches above the finished slope. The rate of taper of the steel columns for all bents will be kept constant in order to achieve economy in fabrication.

The foregoing comments apply, in general, to the other three structures on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

LLW:mb jwa

Form CD-121 (11-63) (Prts. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 23, 1966

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I80N-5(21)176
Morrow County Line - Stanfield Junction Section
Preliminary Structure Plans

Mr. Edwards' letter of February 9, 1966 submitted preliminary plans for the Ordnance Interchange structure. The proposed structure type was a welded steel continuous frame and its use was also intended for the other three structures on the project.

Our Washington, D. C. office has approved the welded steel continuous frame structure for use on this project and has offered the following comment and questions:

> "The structural steel quantity appears to be somewhat higher than might be expected for spans of this magnitude. Similar designs prepared by our office point in that direction.
>
> "We would be interested in knowing if the design criteria used by the State provided for composite design in the area of positive bending and also if the final designswere based on a swayed or unswayed frame.
>
> "As would be expected the inclusion or omission of the above-noted criteria would influence the overall cost of the structure."

We have already furnished you our comments verbally which were that we believe smaller end abutments and pedestals could be used, which would reduce the total cost, and that the Bent 1 pedestal top should be lowered in order to improve the aesthetic symmetry of the layout. We understand that you are already making studies on these latter items.

BRIDGE DIVISION
MAR 23 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAR 24 1966

NOTED
M. L. WALLACE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 25 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

7 8r; 5(21) 176

6 22"

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 20, 1966

Pioneer Irrigation Company
Route 1
Echo, Oregon 97826

ATTENTION: Mr. Ernest R. Sires, Secretary

Re: Trash Rack Design (Station 1314+91)
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway
Umatilla County

Gentlemen:

Attached for your approval you will find the drawing of a trash rack we propose to install as you requested in your letter of March 9, 1966. The pipe to be installed at this location is an arch-type equivalent in size to a 42" round pipe and only a slight alteration in headwall design will be necessary to adapt this design to the case in point.

The crossing mentioned in the second paragraph of your letter falls within the adjoining contract, the West Unit, Stanfield Junction-Reith Hill Section, which is currently proposed to be contracted in November of this year or later. In regard to the future maintenance of this crossing, if it is proven that some act of the Highway Department caused this pipe to become clogged, State Forces will perform this extraordinary maintenance. All normal maintenance will be the responsibility of the District.

Very truly yours,

F. D. Morgan
Construction Engineer

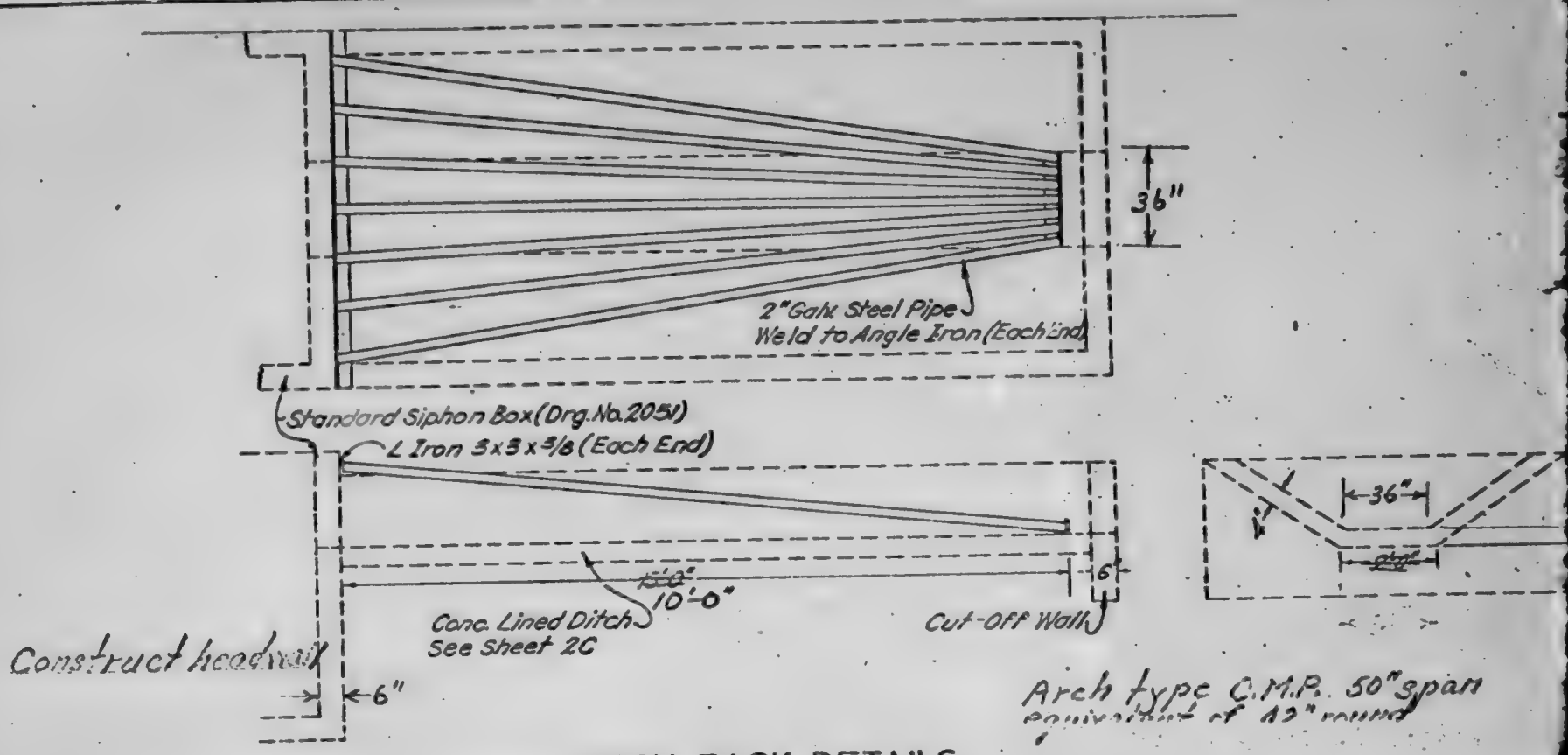
By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

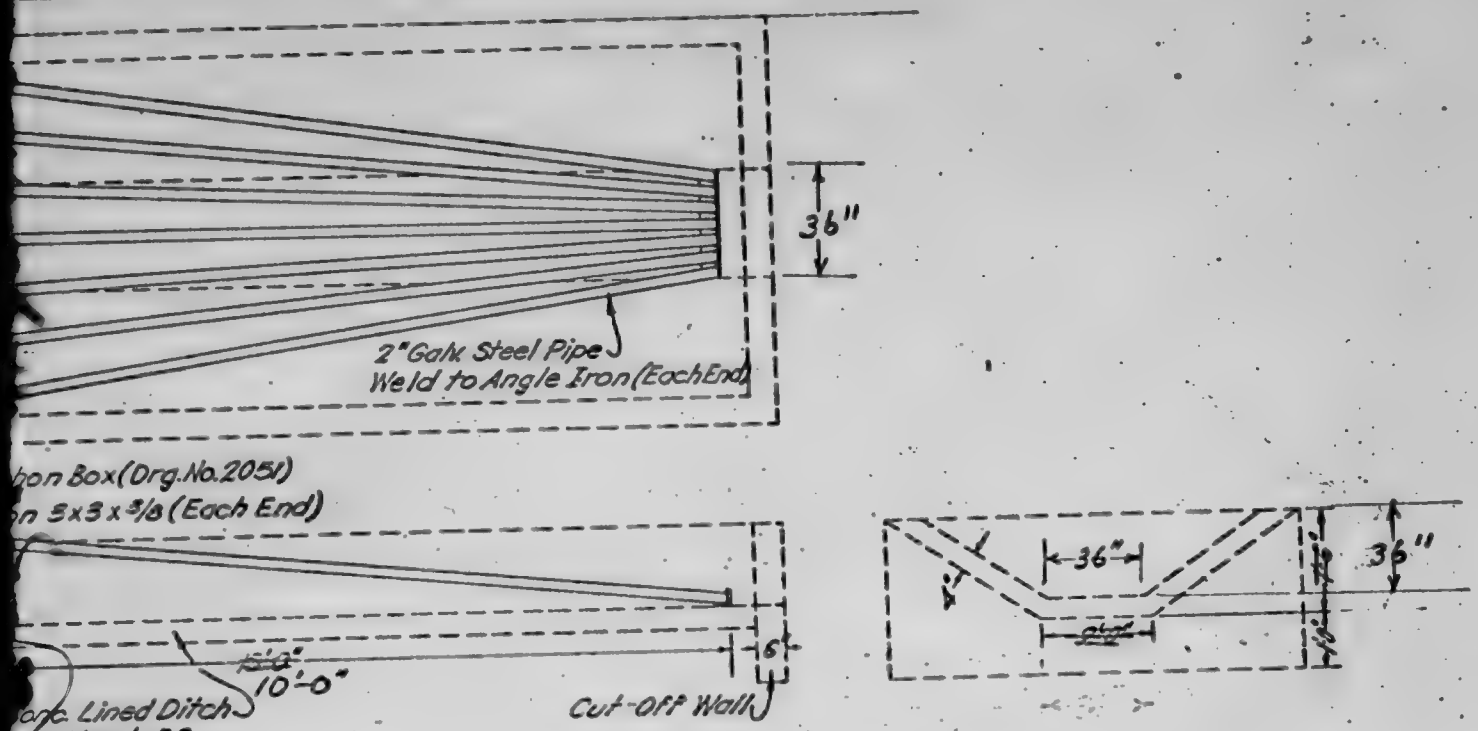
NOTED FOR FILING

TWL:bjm
Attachment

cc: F. B. Klaboe (w/attach.)
E. S. Hunter "
A. F. Parson "
L. C. Smitton "
C. D. Hiatt "
J. W. Valentine "



TRASH RACK DETAILS
STA 1072+68



TRASH RACK DETAILS
STA 1072+68

Morrow County Line - Stanfield Jct.
Old Oregon Trail Highway
Modified from design on Sheet 2-H

Echo, Oregon
March 9, 1966

T. W. Litchfield
Utilities Liaison Engineer
State Highway Department
Salem, Oregon

Dear Sir:

After receiving your letter and other information the board of directors of the Pioneer Irrigation Co. met with Mr. Maxwell, our County Extension Irrigation Engineer, and discussed your plans for the Pioneer Irrigation Co's crossings on the highway property.

In regard to the main ditch, while the pipe will be some smaller than the present concrete culvert we agreed that if a trash trap was installed at the intake it would probably work O K. The trap should be constructed of bars spaced six or eight inches and inserted parallel with the ditch and should have a slope of about 30 degrees so the trash will have a chance to shove up on it. This branch is the main line of the Pioneer ditch and is also the spillway for the Allen and Courtney ditches.

We were also concerned about the chances of the other crossing getting plugged with silt possibly sometime when the river overs it's bank or washes out your dike which is close by. We would like to have some comment from you folks in regard to whom would open up this pipe in case this should happen.

Sincerely,

Ernest R Sires

Ernest R. Sires, Secretary
Pioneer Irrigation Co.

Ernest R Sires, Secretary
Pioneer-Irrigation Co.
Route # 1
Echo, Oregon 97826

Routing

Morgan
Docker
Sond
Barboo
Walker
Glenn
Swan

RECEIVED
MAR 1 1 1966
CONSTRUCTION DIVISION

Merelock
Trout
Scott
Wills
Litchfield
Olsen

To Valentine for investigation 3-17-66
E

FORM E-123X SOH 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(21)176

6795

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 11, 1966

NOTED
F. B. KLABOE

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Swamp Weights
Pacific Gas Transmission Co. adjustments
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway - Umatilla County
Project No. I-80N-5(21)176

Dear Sir:

Herewith you will find two (2) copies of the company's letter of April 28, 1966 requesting the installation of 13 new swamp weights on the relocated crossing. The present plan calls for the removing of the existing weights from the old line and installing on the new crossing.

Inasmuch as this is swampy ground and the weights weigh 8,850 pounds each, the installation of new weights will eliminate the danger of accidently dropping a weight on the existing line in service, which would undoubtedly rupture the gas main causing a hazard to the area and the additional cost of a break in service.

The disposition of the 36" pipe was discussed with Mr. Girvin on May 11, 1966 and it was agreed the company's request was a reasonable method of handling the matter with the provision the State and Bureau of Public Roads concur in the award to the high bidder. Verbal authorization to request the bids was received this date.

Your approval of the use of new swamp weights and the disposition of the 36" pipe, as evidenced above, is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAY 1 1966
OFFICE
STATE HIGHWAY ENGINEER

encs.

PGP:bjm

cc: F. B. Klaboe
V. L. Gallagher (2)
J. W. Valentine

FORM E-123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRADLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAY 2 - 1966

I-8AN-5(21)176

6795

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 28, 1966

NOTED
F. B. KLABOE

Mr. Olin Hamlin
Sales Manager
Beal Pipe and Tank Corporation
12005 N. Burgard Road
Portland, Oregon

RE: Morrow Co. Line-Stanfield Jct. Project
Contract No. 6795
Item No. 43 - 6-inch Coated Steel Pipe

Dear Mr. Hamlin:

This is to confirm approval of your request to substitute 6-inch steel pipe with a coal tar enameled protective coating in lieu of the asphalt dipped and wrapped protective coating as specified in our Contract No. 6795 with Rogers Construction Company, 11760 N. E. Glisan Street, Portland, Oregon.

It is our understanding that the coal tar enameled coating, conforming to the requirements given in the A.W.W.A. Standards, designation C 203-62, is to be furnished at no increase in cost to Rogers Construction Company and has protective qualities which are equal to or better than the asphalt dipped and wrapped as specified. The necessity for this substitution is due to the specified type coating being unavailable at the present time.

Very truly yours,

F. D. Morgan
Construction Engineer

By M. D. Glenn

M. D. Glenn
Field Testing Engineer

MDG:fp
cc Rogers Construction Co.
bc F. B. Klaboe
O. A. White
A. F. Parson
C. D. Hiatt

RECEIVED
APR 27 1966

FOR FILING

Form CD-121 (11-63) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 25, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Junction Section
Umatilla Electric Cooperative Association Utility Adjustment

Our memorandum dated February 16, 1966 authorized advertising for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated January 12, 1966, furnished with the P.S. & E. documents for the physical construction, and Mr. Welty's letter dated April 5, 1966, written on behalf of the subject utility, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated April 11, 1966.

Although our September 12, 1962 memorandum approved the use of Robert Welty Engineers as consultants by this utility, information furnished at that time is not adequate to comply with procedures under subparagraph 3 of PPM 30-4(6). Since you have not submitted the statement of procedures as outlined in our February 21, 1966 memorandum, overhead and engineering costs should be coded as nonparticipating until such time when you submit further supporting information, particularly in connection with such costs making a showing that such amounts are not based on a percentage of the cost of relocation.

An X-permit covering the subject adjustment was approved by this office on April 8, 1966.

Our program memorandum dated December 1, 1965 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You were authorized to proceed with actual adjustments for the above-mentioned utility effective April 8, 1966, subject to a further determination of the percent of reimbursability. Approval

(more)

REFERRED TO
Young - Litchfield
BY ASST. STATE HWY. ENGR. 4-27-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957, and supplements thereto, and subject to the certification required by IM 30-2-66 as a condition precedent to Federal reimbursement.

RECEIVED
APR 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 25 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-
6795

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 21, 1966

Pacific Gas Transmission Company
124 Beale Street
San Francisco, California 94106

ATTN: Mr. F. W. McChesney

Re: Clarification of your Estimate
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(21)176

Gentlemen:

Your original estimate submitted with your letter of September 8, 1965 and approved by our letter of January 5, 1966 did not anticipate the use of the contract method. Your letter of January 25, 1966 indicated that you wished to revise your estimate to cover the installation of .656 inch wall pipe and a minimum amount of casing rather than .531 inch wall fully encased, as previously proposed. In your letter of March 16, 1966 you requested the use of the contract method for the work due to the unanticipated heavy workload on your company forces. The use of the contract method and our concurrence in award with your low bidder was authorized by our letter of April 7, 1966.

These numerous changes are causing considerable problems for our Accounting Division. In order for this work to be eligible for Bureau participation, it is necessary for us to submit an estimate to the Bureau itemizing the cost to be borne by your company as well as those to be contracted. Would you please, therefore, send one copy of the revised estimate to this office showing the following breakdown:

Contract Costs

Company Costs
- Labor
- Materials
- Equipment
- Any Miscellaneous Costs
- Salvage Materials

NOTED
E. B. KLABOE

We feel that with this information we will be able to comply with the Bureau of Public Roads' regulations regarding this work.

Inasmuch as this information is necessary before we can finalize our agreement with the Bureau of Public Roads, we would appreciate your furnishing us this estimate at your earliest convenience.

Very truly yours,

F. D. Morgan
Construction Engineer

By [illegible] SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: Pacific Gas Transmission Company
5015 East 3rd Avenue
Spokane, Washington
ATTENTION: Mr. P. A. Lathrop

F. B. Klaboe
A. F. Parson
J. W. Valentine

[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 27 1966
FOR FILING
6745

Form CD-121 (11-63) (Prev. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 21, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(21)176
Morrow Co. Line - Stanfield Jct. Section
Columbia Basin Electric Cooperative, Inc. Utility Adjustment

Our memorandum dated February 16, 1966 authorized advertising for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated January 12, 1966, furnished with the P.S.&E documents for the physical construction, and Mr. Welty's letter dated April 5, 1966 written on behalf of the subject utility as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated April 11, 1966.

Though our September 12, 1962 memorandum approved the use of Robert Welty Engineers as consultants by this utility, information furnished at that time is not adequate to comply with procedures under subparagraph 3 of PPM 30-4(6). Since you have not submitted the statement of procedures as outlined in our February 21, 1966 memorandum, overhead and engineering costs should be coded as nonparticipating until such time when you submit further supporting information particularly in connection with such costs making a showing that such amounts are not based on a percentage of the cost of relocation.

An X-permit covering the subject adjustment was approved by this office on April 8, 1966.

Our program memorandum dated December 1, 1965 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You were authorized to proceed with actual adjustments for the above-mentioned utility effective April 8, 1966. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto and subject to the certification required by IM 30-2-66 as a condition precedent to Federal reimbursement.

(more)

REFERRED TO
Young - Litchfield
By Asst. State Hwy. Engr.
4-27-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

We would not object to the utility betterment as mentioned in Mr. Welty's April 5 letter pertaining to the longer alternate; however, our participation will be limited to adequately supported costs for the shorter alternate.

RECEIVED
APR 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1966
FOR FILING

Form CO-161 (11-62) (Prod. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 14, 1966

In reply refer to: 08-35-EC/404

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Jct. Section
Pacific Gas Transmission Company Adjustment

Our February 15 memorandum requested several items to allow this office to verify the increase in wall thickness size of the subject utility's 36" gas line near station 1189+83 on the captioned project.

Copies of the company's March 1 letter were transmitted by Mr. Litchfield's March 17 letter supplying the required information. We have been able to verify the use of a wall thickness of 0.656' and approval is granted.

We would like to draw your attention to paragraph 7k of the proposed Second Discussion Draft of PPM 30-4. Information as requested by our February 15 memorandum must become a part of the sketch to allow this office to have a clear picture of the work to be done. As this paragraph will undoubtedly be in the final PPM 30-4 with little, if any, change, we wish to urge you to ask the utility companies to begin following these requirement at this time. Time is usually critical when these documents arrive in this office, therefore; we can foresee elimination or reduction in delays if the sketch maps meet paragraph 7k requirements upon the first submission.

REFERRED TO
Asst. State Hwy. Engr.
4-21-66

RECEIVED
APR 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 21 1966

Form C
(11-63)
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(21)176

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 14, 1966

In reply refer to: 08-35-EC

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Junction Section
Grading, Paving, and Structures

As requested in Mr. Young's letter of April 11, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of April 8, 1966 in the award of Contract No. 6795 to Rogers Construction Co. of Portland, Oregon, low bidder in the amount of $2,466,946.10 at the March 10, 1966 bid opening.

Justification for Federal participation in the cost of pipe and electrical service to the well in connection with File No. 38382 has been furnished by Mr. Moehring in his March 4, 1966 letter.

X-permits eliminating access rights were approved by this office on April 8, 1966.

REFERRED TO
Young
By Assr. State Hwy. Engr.
4-21-66

RECEIVED
APR 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 18 1966

I-80N-5(21)176
6175

April 8, 1966

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on March 23, 1966, accepted your proposal for grading, paving and structures on the Morrow County Lexington-Heppner Junction Section of the Old Oregon Trail in Umatilla County for the sum of $1,466,945.10 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6775.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gb

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

FORM S-183X SDM 7-65

RECEIVED
APR 21 1966
FOR FILING

COMMISSIONERS
JOHN N. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

I-84N-5(21)76
6795

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
F. B. KLABOE

April 8, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Permit of Entry
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(21)167
YOUR FILE: D 315 - 2 - 132

Gentlemen:

Herewith you will find the copy of your letter dated March 22, 1966 to Mr. Forrest Cooper bearing the signature of our Assistant State Highway Engineer, Mr. F. B. Klaboe, indicating the State's acceptance to the six conditions contained therein.

The State agrees to execute the appropriate agreement prepared by the railroad with the understanding that there will be no terms contained therein which have not been approved by the State on other Federal-aid Interstate projects.

Low bidder on this project was Rogers Construction Company, 11760 N. E. Glisan Street, Portland, Oregon, and it was awarded on this date.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachment

cc: A. W. Parsons (w/attach.)
F. B. Klaboe (w/attach.)
L. H. Young "
C. H. Maison "
A. F. Parson "
C. D. Hiatt "
J. W. Valentine "

RECEIVED
APR 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MARCH 22, 1966

File Ref. D 315 - 2 - 132

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

KLABOE

Dear Sir:

Morrow County Line - Stanfield Jct. Section,
Old Oregon Trail Highway - Project No.
I-80N-5(21)167

Reference is made to the State's proposal to make temporary and permanent changes to the Umatilla-Ordnance Depot Highway in connection with the above-captioned Interstate Highway project and request to proceed with this work on easement area granted to the State for the Ordnance Depot Highway in agreement dated February 27, 1942.

The State is hereby authorized to perform such work as necessary as indicated on Plan and Profile Sheets 5 Revised and 5B in the State's construction plans herewith returned bearing the Railroad's Chief Engineer's approval, subject to the following:

1. Upon presentation the State will execute appropriate agreement prepared by the Railroad in the usual form to cover the highway work.

2. The State and its Contractors will abide by the Railroad's standard safty provisions.

3. All of the Railroad's cost including that for engineering, inspection, roadway watchman, flagging and other protective services incurred in connection with the project, will be reimbursed by the State.

4. Railroad protective liability insurance will be furnished by the State or its Contractors in a form satisfactory to the Railroad providing coverage in the amounts of $250,000/500,000 for BI and PD respectively.

3-23-66
orig. & 1 blueline
to Salem.

5. All work by the State or its Contractors will be performed in accordance with plans approved by the Railroad's Chief Engineer.

6. Insofar as the State may be legally obligated it will assume full responsibility for all work on the project.

If the foregoing is satisfactory, will you please indicate your concurrence and acceptance in space provided on carbon copy of this letter and return for my files.

Yours very truly,

W. E. Johnson

4-4-66

Asst. State Hwy. Engr.

RECEIVED
MAR 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 11 1966
FOR FILING

COMMISSIONERS
GEORGE JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(21)176
6795

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 7, 1966

NOTED
F. B. KLABOE

Pacific Gas Transmission Company
124 Beale Street
San Francisco, California 94106

ATTENTION: Mr. F. W. McChesney

Re: Pacific Gas Transmission Company Adjustment
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway - Umatilla County
Project No. I-80N-5(21)176

Gentlemen:

Your estimate and sketch map as submitted with your letter of September 8, 1965 was approved, effective December 29, 1965, by our letter of January 5, 1966. This authorized you to perform the work with your own forces.

Your letter of March 15, 1966 requested the use of contract method for this work due to an unanticipated heavy work load on your company forces.

This will confirm our advance authorization for you to use the contract method and advertise for bids effective March 26, 1966.

As stated in a telephone conversation between Messrs. McChesney and Preston, we concur in the awarding of the contract to Transpac Corporation for the low bid of $31,583. Although this bid is approximately 30% higher than your engineer's estimate, we agree nothing would be gained by re-advertising. This is substantiated by the following facts: (1) Transpac Corporation was the lowest of four qualified bidders whose bids ranged from $31,583 to $94,800 with the next lowest bid being $52,984; (2) there are only two boring machines in the area capable of performing this work and the two lower bidders each own one of these machines; (3) the excess water problem probably caused higher bidding than originally anticipated.

We note your specifications do not include Appendix "A" to the Civil Rights Assurances, a copy of which is attached. As you know, this must be included in all contracts for which the contract method is requested on Federal-aid highway projects.

Reimbursement for work performed by your forces subsequent to December 29, 1965 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges.

Reimbursement for work performed by the contract method subsequent to March 31, 1966 will be made subject to the inclusion of Appendix "A" in the contract and to the provisions of PPM 30-4 and all supplements thereto upon the receipt of your statement of charges. Please be sure to include the beginning and completion dates of each type of work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

Attachment

cc: A. W. Parsons - BPR

F. B. Klaboe
L. H. Young
C. H. Maison
A. F. Parson
C. D. Hiatt
L. C. Smitton
J. W. Valentine

cc: Pacific Gas Transmission Company
5015 E.3rd Avenue
Spokane, Washington
ATTENTION: Mr. H. A. Danielson

RECEIVED
APR 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

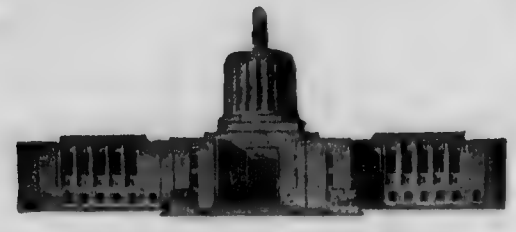
FORM E-123X 80M 7-65

RECEIVED
MAR 21 1966
FOR FILING

F-80N-5(21)167

6713

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 17, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Pacific Gas Transmission Co. Adjustment
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(21)176

Dear Sir:

Herewith you will fin d the following data pertaining to this project:

(1) Two copies of a letter from the Pacific Gas Transmission Company dated March 1, 1966. This letter is in reply to Mr. Ted Dec's letter of February 15, 1966.

(2) Two copies of a sketch map prepared by the company showing work to be done.

(3) Two signed copies of the permit for relocation of the gas line within the right of way limits of the above-mentioned section.

(4) Two copies of the Pacific Gas Transmission Company letter dated March 15, 1966. Please note that in this letter the company requests the contract method for this work.

Your approval of this agreement as evidenced by the above and by Mr. Preston's transmittal to you dated February 1, 1966 and authorization to proceed with the work under the provisions of PPM 30-4 using the contract method is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

RF:fp
Enc.
cc F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
1

FORM E-122

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
MAR 9 1966
Right of Way

I-80N 5(21)176
6779

O. Klaboe

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

MARCH 4, 1966

MR. A. W. PARSONS, DIVISION ENGINEER
U. S. BUREAU OF PUBLIC ROADS
477 COTTAGE STREET NE
SALEM, OREGON

SUBJECT: 08-35.2-DA
FILE 38382
OREGON PROJECT I-80N-
5(21)176, MORROW COUNTY
LINE-STANFIELD JCT. SEC.

DEAR MR. PARSONS:

REFERENCE IS MADE TO YOUR MEMORANDUM DATED FEBRUARY 16, 1966, IN RESPECT TO THE PARAGRAPH REFERRING TO FILE 38382.

PLEASE BE ADVISED THAT AS OF THIS TIME THE EQUIPMENT WHICH HAD DROPPED INTO THE WELL HAS BEEN FISHED OUT AND THE WELL IS IN PROPER OPERATING CONDITION.

PLEASE, THEREFORE, RE-INSTATE THAT AMOUNT WHICH IS REQUIRED FOR PIPE AND ELECTRICAL SERVICES TO THE WELL.

VERY TRULY YOURS,

G. E. ROHDE
CHIEF COUNSEL

D. H. MOEHRING
RIGHT OF WAY ENGINEER

CES:CPL

CC: MR. G. E. ROHDE
MR. F. B. KLABOE
MR. L. H. YOUNG
MR. M. R. MITCHELL

NOTED
F. B. KLABOE

RECEIVED
MAR 3 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FAP 1-80N-5(21)176
6795

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 2, 1966

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

ATTENTION: Mr. J. W. DeYoung, Jr.

Re: Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway - Umatilla County
Project No. I-80N-5(21)176

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of January 25, 1966, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of February 28, 1966.

Prior to beginning work you are requested to contact Mr. C.D. Hiatt, P. O. Box 791, Hermiston, Oregon 97838, Phone 567-8821, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

NOTED
FEB

Reimbursement for the work performed subsequent to February 28, 1966 in the amount of $895.00 will be made in accordance with paragraph 7-e(3) of PPM 30-4(4) upon receipt of your statement. Please be sure to include beginning and completion dates of the work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RMF:bjm

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
A. F. Parson
C. D. Hiatt
J. W. Valentine

RECEIVED

RECEIVED
MAR 2 1966
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(21)176

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 1, 1966

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: PP&L Adjustment
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(21)176
YOUR FILE: PD-9-CE-33

F. B. KLABOE
NOTED

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of February 12, 1966, has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of February 25, 1966.

Prior to beginning work you are requested to contact Mr. C. D. Hiatt, Resident Engineer, P. O. Box 791, Hermiston, Oregon 97838, Phone 567-8821, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed subsequent to February 25, 1966, in the amount of $167.28, will be made in accordance with paragraph 7-c(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
A. F. Parson
C. D. Hiatt
J. W. Valentine

RECEIVED
MAR 2 1966
OFFICE
STATE HIGHWAY

RECEIVED
MAR 1 - 1966
FOR FILING

I-80N-5(21)167
6775

FORM CD-121 (9-39)
(PRES. BY A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: February 28, 1966

08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Junction Section
Pacific Northwest Bell Telephone Company Utility Adjustment

Our memorandum dated February 16, 1966 authorized advertising of the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

Your proposed agreement, as evidenced by your Staff Attorney's letter dated January 12, 1966, furnished prior to authorization of the physical construction, and the above-mentioned utility's letter dated January 25, 1966, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated February 8, 1966 has been reviewed and found satisfactory. Approval of this agreement is withheld pending submission of a fully executed permit covering access rights. Reimbursement on an agreed lump sum basis of $895 is approved.

Our program memorandum dated December 1, 1965 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

orig to Litchfield
copies to Hellis
Young
3-4-66

RECEIVED
OFFICE OF

RECEIVED
MAR 2 - 1966
FOR FILING

FORM CO-121 (9-22-59)
(PRES. BY A.O. 206-10)

I-205-5(21)176
6795

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: February 25, 1966
08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Junction Section
Pacific Power and Light Company Utility Adjustment

Our memorandum dated January 26, 1966 approved the P.S. & E. documents for the physical construction phase of the subject project. Authorization to proceed with the utility adjustments included in the project estimate was withheld as stated in our February 16, 1966 letter.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated January 12, 1966, furnished prior to authorization of the physical construction, and the above-mentioned utility's letter dated February 12, 1966 incorporating the estimate as well as the sketch furnished therewith and transmitted with Mr. Litchfield's letter dated February 14, 1966. Reimbursement on an agreed lump sum basis of $167.28 is approved, but no claim for Federal-aid participation should be made until you clearly establish the fact that the utility has not retained its access rights to its abandoned easement.

Our program memorandum dated December 1, 1965 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
Inchung Young Litchfield
BY ASST. STATE HWY. ENGR.
3-2-66

FORM E- 23V BOM 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING
I-84-1 5(21)147
D715

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 17, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Access Road to Depot at Ordnance
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway (Ordnance Depot Hwy.)

Umatilla County
Project No. I-80N-5(21)176
YOUR FILE: D 315 - 2 - 132

Gentlemen:

We understand the treatment of the existing access road which serves your depot at Ordnance has become a point of concern to you since it was not shown on our plans and a conflict with the proposed detour was uncertain. We have reviewed this situation and have included the road as it is constructed on Sheet 5 of the Construction Plans for this project. Attached you will find six (6) copies of this plan sheet for your use and information. This supplements information submitted to you on January 5 and January 31, 1966.

In reply to your letter of January 12, in which you request authorization to proceed with preliminary engineering, we wish to advise that you are hereby authorized to proceed with preliminary engineering on this project as of January 5, 1966. Reimbursement for preliminary engineering performed subsequent to that date will be made in accordance with PPM 30-3 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachments

cc: F. B. Klaboe
L. H. Young
C. H. Maison
A. F. Parson
J. W. Valentine
A. W. Parsons

RECEIVED
FEB 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

T. 4N., R., 27E., W.M.

Match Line

Remove Pavement

Const. Rd. Conn.

"E" 90+69.16 P.C.S.

"E" 92+69.16 P.T.

"E" 93+19.05 P.S.

"E" 95+19.05 P.S.C.

"B" 799+82.00 P.S.

"B" 802+32.00 P.S.C.

"FRB" 802+40.20

"FRB" 803+4

"E" 96+27.11 P.C.S.

"B" LINE

S. 47°17'54" E.

Remove Pavement & +01 Obliterate Old Roadway

"E" 98+27.11 P.T.

S. 31°22'06" W.

S. 70°55'06" E.

Const. Guard Rail-325' (Salvaged Barr.)

Const. Guard Rail-125' Rt., 150' Lt. (Salvaged Barricade)

Const. Type 2 Fence

R/W

S. 79°34'54" E.

"A" LINE

799+00.00
"E" 99+35.00

Abandon EXISTING

R/W ℄

OLD

Tel Pole

Const. Guard Rail-125' Rt., 125' Lt.

"E" 102+65.87 P.O.T.
"C" 798+45.14 P.O.T.
"D" 799+40.12 P.O.T.
"FRA" 800+07.18 P.O.T.

S. 12°53'06" W.

"C" LINE

N. 70°55'06" E.

S. 54°16'54" E.

S. 72°56'54" E.

"D" LINE

Extg. Septic Tanks

Sewage Lagoon

Extg. Pump

Relocate Extg. Pump (Extra Work)

Break in tops of Septic Tanks & Backfill with Granular Material

Const. Type 2 Fence

"D"
4° C.R.
Ta 18°40'
Ts 355.66'
2-240' Sp.
S 4°48'
a 1.667

"FRA"
71 10' R.
Δ 90°

"FRA" 799+10
Const. App.
Inst 20' Gateway

Extg. Lagoon

12" Sewer Pipe to Enter 2' above the Bottom of the Lagoon

"FRA"
6° C.R.
Ta 22°50'
Ts 313.28'
2-240' Sp.
S 7°12'
a 2.5

Const. Sewage Lagoon to Elev. 573±, 92'x252' Bottom, 2:1 Slopes-Nom. Thkn. 4"
Gen. Exc. 18,000 C.Y.
Gravel Blanket 270 C.Y.

Const. 6'x10' Conc. Sewage Sump Chamber with Timber Walk
Cl. "A" Conc. 8.9 C.Y.
Metal Reinf. 1830 lb.
Structural Steel 286 lb.
Treated Timber 920 Board Feet
Tr. Exc. 10 C.Y.
Dwg. No. 21465

Inst. 12" Sewer Pipe-460'
Inst 6" Steel Pressure Pipe-144
Inst. Anti-seep-ring, Discharge
Tr. Exc. 380 C.Y.
For Detail, See Sheet 2E

"A"
6° C.L.
Ta 29°30'
Ts 372.01'
2-240' Sp.
S 7°12'
a 25

"A" 793+61.76 P.S.C.

"A" 794+12.12 P.T.

"A" 796+13.43 P.S.

"A" 798+53.43 P.T.

"A" 799+56.80 P.O.T.

"B" 799+56.80 P.O.T.

"E" 95+11.47 P.O.T.

"E"
6° C.L.
Ta 18°20'
Ts 255.62'
2-240' Sp.
S 5°30'
a 30

"E"
6° C.L.
Ta 23°20'
Ts 375.41'

794+10
Const. 3 Type G-2M Inlets
Inst. 15" Culv. Pipe-284'
Inst. End Section
Tr. Exc. 66 C.Y.

Under Seperate Contract
Const. Grade Separation Structure-268'
Roadway Width-32'

"FRA" 788+36.87 P.S.

"D" 790+36.13 P.S.C.

"FRA" 790+78.87 P.S.C.

"FRA" 792+17.43 P.S.

"D" 792+78.13 P.S.C.

"D" 795+02.80 P.S.

"D" 797+42.80 P.T.

"FRA" 798+28.50 P.C.

"FRA" 799+

"C"
8° C.R.
Ta 29°3
Ts 31.4
2-250
S 10°
a 3.2

"FRA" 794+57.43 P.T.

790

795

800

27

8V-430

N..R.,27E.,W.M.

MORROW CO. LINE – ANFIELD JCT. SE
OLD OREGON TRAIL HIGHWAY
UMATILLA COUNTY

FED. ROAD Div. No.	STATE	PROJECT	FISCAL YEAR
8	OREGON	I-ØØN-5(21)176	

Remove Pavement

8° C.L.
Δ 25°39'
Ts 386.34'
2-250'Sp
S 6°15'
a 2.0

U.O.D. 6+97.19 P.O.T.
"E" 85+33.74 P.S.C.

"E" 87+33.74 P.S.C.

Const. Asph. Conc. Curb

Const. Temp. Detour
For Details, See Sheet 2A

Match Line

"B" 802+32.00 P.S.C.

"FRB" 802+40.20 P.C.

"FRB" 803+44.93 P.C.C.

"FRB"
100' Rad. C.L.
Δ 60°00'30"
Ts 57.74'

"FRB"
3° C.L.
Δ 16°21'
Ts 274.36'

"FRB" LINE

Access Control Line

Const. Type 2 Fence

Remove 18" Conc. Pipe
S 77°06'54" W.

OREGON TRAIL HIGHWAY

S 79°34'54" W.

Power Pole

250' Taper

RIW

Const. Type 2 Fence

Access Control Line

"C"
8° C.R.
Δ 29°30'
Ts 314.39'
2-250'Sp
S 10°
a 32

ORDNANCE INTERCHANGE

(For Profiles, See Sheets 5A & 5B)
(For Details of Exit & Entrance Ramps Not Shown, See Drgs. 2092 & 2093)

Remove Service Sta. Bldg., Shown Thus ⊡

Pipe-460'
Pressure Pipe-144'
o-ring, Discharge End 6" Pipe
Y.
e Sheet 2E

8V-430

MORROW CO. LINE — ANFIELD JCT. SEC. OLD OREGON TRAIL HIGHWAY UMATILLA COUNTY				SHEET No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-5(21)176		See Index

"B" C.L.
Δ 25°39'
Ts 386.34
L 750.52
R 6°15'
Q 2.0

U.O.D. 6+97.19 P.O.T.
"E" 85+33.74 P.S.C.

"E" 200.00
S 6°00'
Q 3.0

"E" 87+33.74 P.S.C.

Const. Asph. Conc. Curb
Const. Temp. Detour
For Details, See Sheet 2A

"E" C.R.
R 320.07'30"
Ts 37.54"

Match Line

"FRB" 100. Rad. C.L.
Δ 60°00'30"
Ts 57.14

"FRB" 3° C.L.
Δ 16°21'
Ts 274.36'

"B" 804+95.00 P.O.T.

"B" 807+45.00 P.O.T.

"B" 809+30.00 P.O.T.

"L" 809+30.00 P.O.T.

Access Control Line

"FRB" LINE

RIW

Const. Type 2 Fence

S. 72°56'54" E.

Remove 18" Conc. Pipe
S. 77°06'54" W.

OREGON TRAIL HIGHWAY

Power Pole

S. 79°34'54" W.

250' Taper

Const. Type 2 Fence

Access Control Line

"L" 805+73.24 P.T.

"L" 808+45.00 P.O.T.

"L" 809+30.00 P.O.T.

805 810 815 820

ORDNANCE INTERCHANGE

(For Profiles, See Sheets 5A & 5B)
(For Details of Exit & Entrance Ramps Not Shown, See Drgs. 2092 & 2093)

Remove Service Sta. Bldg., Shown Thus ⊡

End 6" Pipe

Rev.

RECEIVED
FEB 18 1966

Form CD-12
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

(21)176

KLAMOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 16, 1966

In reply refer to: 08-35.2-DA

TO : ~~Mr. Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

6198

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line-Stanfield Jct. Section
Grading, paving and structures

The original P. S. & E. documents for the subject project were previously approved on January 26, 1966. Your revised estimate is approved and you are now authorized to advertise the project for bids.

Our authorization is with the understanding that all necessary right of way and control of access rights have been acquired or rights of entry obtained, with relocation advisory assistance provided as indicated in Mr. Moehring's February 3, 1966 report, with the following exceptions:

File No. 37962 - Williams
" No. 37974 - Pieper
" No. 37975 - Mueller
" No. 37976 - Richards
" No. 38104 - Teninty

REFERRED TO
Young & Moehring
Dy. Asst. State Hwy. Engr.
2-25-66

We understand that condemnation suits will be filed if necessary with the expectation that the above parcels will be made available for occupancy and contractor's use prior to your requesting our concurrence in award.

You are authorized to proceed with contractor flagging estimated at $5,000. Your further action will be necessary on the other contingency items included in your estimate. Some sort of railroad agreement would be desirable prior to our concurrence in award.

Litchfield
Morgan
Warren
Chase

Federal participation in the cost of the pipe and electrical service to the well on the Hulit property, File 38382, approximate Station 921, is subject to justification as mentioned in our January 25 memorandum, to supplement Mr. Moehring's February 1, 1966 letter.

Authorization to proceed with utility adjustments included in your estimate with the exception of Pacific Gas Transmission Co. is being withheld since the plans and estimate therefor have not been furnished, however, these documents including X-permits eliminating

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

access rights must be furnished prior to our concurrence in award. It should be understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

Federal participation in the cost of the frontage road on the south boundary of the J. Correa property, File 38135, is subject to an economic justification as outlined in our January 26 memorandum which was not furnished in Mr. Young's February 3, 1966 letter.

Mr. Young's February 14, 1966 letter indicates that nonconcurrence by appropriate public recreational or historical resources authorities is not involved.

RECEIVED
FEB 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 23 1966
FOR FILING

(REV. 11-22-39)
(PRES. BY A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer DATE: February 15, 1966
Salem, Oregon

FROM : A. W. Parsons, Division Engineer By: T. Dec
Salem, Oregon Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Junction Section
Pacific Gas Transmission Company Adjustment

Mr. Litchfield's February 1 letter requested our concurrence in substitution of a 0.531-inch wall, 36-inch carrier pipe for a 0.656-inch wall, 36-inch carrier pipe for the subject utility's crossing at approximately station 1190 on the captioned project.

Before this office can evaluate your request the following information is necessary:

1. Design operating pressure.
2. Wall thickness of existing pipe.
3. Company policy concerning wall thickness of replacement pipe in this vicinity.
4. Wall thickness of encased or inaccessible pipe.
5. Economic justification and estimated cost of the proposed change.
6. Location of casing vents, if any.

Any action on your request will be deferred pending our review of the additional data requested above.

REFERRED TO
Litchfield (Pl Hands)
BY ASST. STATE HWY. ENGR

ca Young
2-21-66

RECEIVED
FEB 11 1966
FOR FILES
I-80N-5(21)176
6745

February 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Morrow County Line-
Stanfield Junction Section
Oregon Project I-80N-5(21)176

Dear Sir:

The Morrow County Line-Stanfield Junction Section includes four undercrossing structures, of which three are interchanges and the fourth is a grade separation carrying the Meadow Road over Interstate 80N.

Your memorandum dated December 30, 1965 took exception to the structure layouts for these four structures because of alleged excessive costs. The State agreed to restudy the crossings to the end that a more economical structure would be obtained.

Attached hereto are four prints of Drawing No. 21542 and Sheet No. 5 of the grading plans, which is attached for reference. It is felt that the welded steel continuous frame is an aesthetically pleasing design and one which can be built for a reasonable cost. Our estimate for this structure based on quantities (copies of which are attached) is approximately $165,547 without engineering and contingencies. This compares to the engineer's estimate of $199,829 based on the quantities estimated from the structure submitted with the previous P.S. & E. plans.

Also attached is an estimate of cost, on the same basis, of the four-span structure at Durkin Road on the

Huntington Bypass Section for which you gave approval during our previous conferences on this matter. Its cost is $166,904.

The total costs are not comparable since the Durkin Road structure differs in length. The square foot costs (length times curb-to-curb-width) are as follows:

Ordnance Interchange as previously submitted	$18.30 per square foot
Ordnance Interchange as represented by Drawing No. 21542	$16.30 per square foot
Durkin Road (four-span as approved in conference	$14.80 per square foot

Drawing No. 21542 is the proposed plan and elevation drawing for the grade separation structure in the Ordnance Interchange. It is planned to use the same type of a structure at the Meadow Valley Interchange, the Hermiston Interchange, and for the Meadow Road grade separation.

As you have previously received the foundation data for this structure site, this information is not included in this transmittal.

It is requested that you review this submission at your earliest convenience and advise of its acceptance so that we may proceed with a minimum of delay on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Marchant
L. H. Young
C. H. Maison

IDM:mm/TE:jwa

Form E-340 Rev.—

Larkin Road

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name County Road Uxing County Baker Bridge No. 9125

Section and station Lime-Malheur County Line Highway Old Oregon Trail

Estimate made by GHB Date Checked by Date

Description 55' Type IV Pstd., 125', 125' Welded Steel, 45' Type IV Pstd Brn. = 350' 28' Rdwy

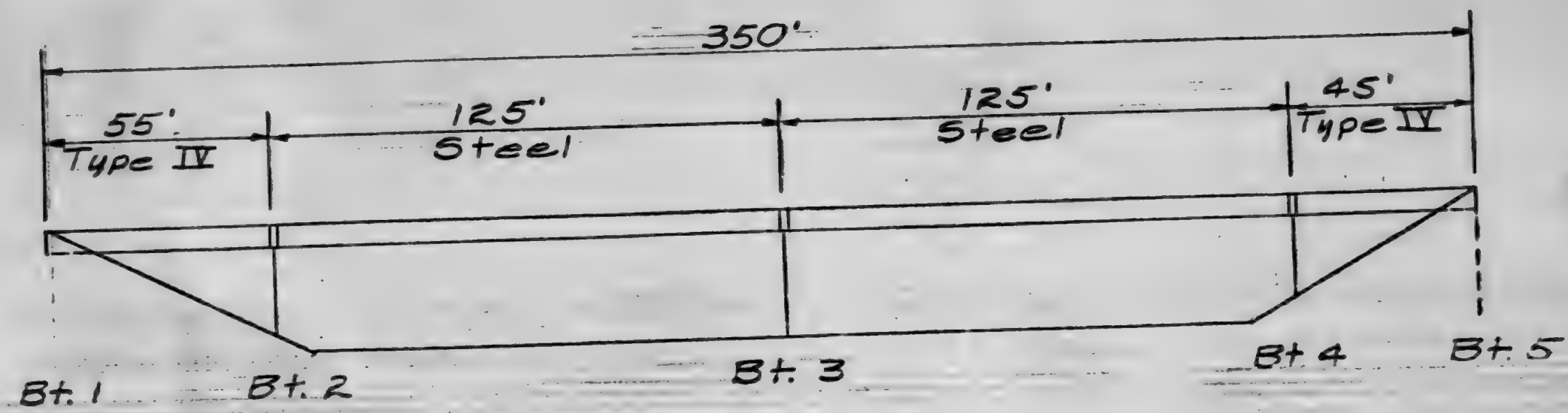
PLAN 2

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No.

Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			$ 2000
Excavation	cu. yds.	430	5.00	2150
Excavation below elevation shown	cu. yds.			
10BP42 piling	lin. ft.	480	4.50	2160
" piling	No.	12	100.00	1200
piling	lin. ft.			
piling	No.			
Class A concrete	cu. yds.	611	77.00	47,047
concrete	cu. yds.			
Metal reinforcement	lbs.	116,130	0.13	15,097
Lumber	M. B. M.			
Structural Steel	lbs.	251,000	0.31	77810
Structural Steel	lbs.			
Handrail	lin. ft.	700	7.00	4900
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
Type IV Pstd Brns	lin. ft.	396	25.00	9,900
Slope Paving	sq. yds.	400	7.00	2800
Preparation of Slope	sq. yds.	400	2.00	800
8" Metal Drain Pipe	lin. ft.	260	4.00	1040
Subtotal				$ 166,904
Plus 10 per cent for contingencies				
Total construction cost				
Plus 10 per cent for engineering				
Total cost				

State Printing 4718



Plan 2 Durkin Road

COUNTY ROAD UXING
Baker County
Br. No. 9125

RECEIVED
FEB 3 - 1966
FOR FILING
I-ZON-5(21)176
6795

February 3, 1966

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Oregon Project I-80N-5(21)176
Morrow Co. E-Stanfield Jct. Sec.

Att: G. A. Brooks
District Engineer

Gentlemen:

Reference is made to your letter of January 26th in which you condition your approval to our further consideration of six items. I will comment on the items in their numerical sequence:

1. A review has been made of the base design. Attached hereto, is a letter from Mr. Becker commenting on the validity of various factors used in making the base design.

2. A letter will be directed to all bidders on this project requiring that the clearing operation be performed not too far in advance of the grading and erosion control work.

3. Your comment that Article 8-11 is not applicable is well-taken and we will delete the same; however, I wish to call your attention to the fact that this specification only operates when the condition which calls for it is present.

4. The work involved in the frontage road on the northerly side of the freeway and westerly from the Ordnance Interchange will be done under this contract; however, at the present moment, there is a condemnation affecting the property involved. The work is very minor and feel that it can be better adjusted to the court's requirements at the conclusion of the legal proceedings while the contract is still active. We believe that this should be handled as a construction change.

5. The blending of the median area to accommodate the box culvert carrying the Westland Canal will be handled as a field adjustment to the median area. The median will be blended so as to not detract from the overall appearance.

6. Planned frontage road on the A E line to be changed from 22' to 16' in width between Sta. 23+50 to 37 as per Mr. Young's conversation with Mr. Brooks.

With regard to the final paragraph of your letter, we are making every effort to forward plans, estimates and K-permits for the remaining utility adjustments prior to requesting authorization to advertise. The other required documents, statements and/or certifications will be contained in or attached to our normal PSAE letter requesting authorization to advertise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young,
Office Engineer

LHY:mb
Att.

cc: F. B. Kinboe
G. Decker
T. Litchfield
F. D. Morgan
V. G. O'Neil
R. N. Chase

RECEIVED
FEB 3 1966
FOR FILING

SP-19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 2, 1966

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line-Stanfield Jct. Section

To: Mr. L. H. Young
Office Engineer

BUILDING

Bureau of Public Roads' Memorandum of January 26 asked for further consideration of the base design on the subject named project.

It appears this request stems from a possible misinterpretation of the base design and accompanying data.

The area traversed by this project is predominantly sand or sandy material. Of 26 subgrade soil samples processed through Laboratory tests, 20 reflect this sand or sandy material by sieve analysis and high "R" values. In addition, from visual observations at 16 additional locations the subgrade soil was classed as sand, or sandy loam, which could be expected to have high "R" values.

Only six laboratory processed samples came up with low or questionable "R" values. From visual observation three additional locations were noted to contain clay.

The locations of poorer soils were determined to represent a spotty condition, the extent of which could only be determined during excavation. The notation of "12-inches of minimum non-plastic sand subgrade" on the base design was to call attention to the possibility of encountering poorer soils easterly of Station 1145 so that measures could be taken during construction to replace the poor soil with sand.

Therefore, the design depth of 24-1/2" CBE (minimum for Interstate) was based on typical soil No. 1 with an "R" value of 71. This is reported by laboratory report No. 723764. The "R" value is not adjusted.

Typical soil No. 2 is to illustrate the poor qualities of soils that might be encountered. It is reported by Laboratory Report No. 723829. The "R" value of 8 is not adjusted.

While it was not deemed necessary to assign a credit value to the 12-inch minimum depth of sand on the base design as submitted, a value would be given of approximately 1/2 to 1 CBE in the event the design was based on an "R" value of 8, which would require a CBE of 30 inches. The 1/2 to 1 credit, I believe, conforms to AASHO recommendations.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: F. B. Klaboe
Frank Hall
Clarence Gregg

OFFIC
HIGHW

RECEIVED
FEB 1 - 1966
FOR FILING

I-SON-5(21)176
6795
Spec

Salem, Oregon 97310
January 31, 1966

Mr. L. H. Young
Office Engineer
B U I L D I N G

Oregon Project I-SON-5(21)176
Morrow County Line-Stanfield
Junction Section, Grading,
Paving and Structures

Please take action on the following discussion of numbered items in the enclosed letter.

1. Have reanalyzed and determine if our design is valid.

2. Add specification concerning the advance clearing of the project. I saw the Irrigon Junction-Umatilla County Line project on my trip and their point is pertinent. The whole job was cleared and clearing in this country is all that is necessary to start the sand blowing.

3. Whatever is indicated.

4. Add what is required.

5. A good suggestion. We do not want any humps in the median if it can be helped.

6. We should not agree to any 12-foot roads if we can help it.

Please also do your best to comply with the last paragraph.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosure

cc: Mr. F. D. Morgan (Encl.)

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 26, 1966

In reply refer to: 08-35.EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line-Stanfield Junction Section
Grading, paving and structures

Your timely submission of P. S. & E. documents for the subject project are hereby conditionally approved for stockpiling with the understanding that you will make any change found necessary upon completion of a more thorough review by this office. We are pleased to authorize you to proceed with construction engineering as requested by Mr. Young's January 21, 1966 letter. A signed copy of the title sheet is returned herewith.

Mr. Young's December 30, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum or supplements thereto as being in the public interest.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	January 1966
Division II - Part 1 - Earthwork	January 1966
Division II - Part 2 - Bases	January 1966
Section 204 - Plant-mix stone base	January 1966
Section 208 - Plant-mix bituminous base	January 1966
Division II - Part 3 - Surfacing & pavements	January 1966
Division II - Part 4 - Structures	January 1966
Division II - Part 7 - Incidentals	January 1966

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

The pavement type selection for the project is accepted on the basis of documentation included in Mr. Gregg's August 20, 1965 "Revised Project Base Design" report. Stage construction of the pavement is acceptable on the basis of these designs. Eligibility of the future

1-31-66 ... will cancel ... to ... Michigan

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2-inch overlay for financing with Interstate funds is thereby established, provided the work is completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure for such work at the time the work is authorized.

Our conditional approval is subject to the understanding that further consideration will be given to the following items:

1. It appears the base design was based on a corrected "R" value 8, which represents the "R" value for the poorest soil condition encountered. The plans indicate that the entire area which has the poor foundation soil is to be covered with a 12" sand blanket. The sand is to be obtained from suitable roadway cuts and has an "R" value from 43 to 70. No credit was given for the load bearing value of this material.

2. Article 8.4 - Schedule and Limitation of Operations. This specification limits the contractor's operations during the grading phase and will help protect the traveling public from wind carried sand disturbed during this phase of operation. It does not prevent a situation which has occurred on the Irrigon Junction-Umatilla County Line Section. The contractor on this project has cleared the entire project and if grading work does not progress rapidly the public will probably be subjected to sand storms again. The same grading limitations were specified on both these projects.

3. Article 8 - 11 is not applicable and should be deleted.

4. The right of way agreements state that a frontage road is to be constructed on the north side of the freeway westerly from the Ordnance Interchange. This should be included in this contract. It is indicated that this is to be a low type road (grading only).

5. Station 899+50± - Structure over Westland Canal. Plan indicates top of structure will be higher than median. Suggest this be reviewed to see if any design changes on either the structure or median should be taken other than those which can be taken care of in the field.

6. Plan frontage road (A R line) is to be 22' wide with a 6" plant mix stone base. The section of this road from Sta. 23+50 to 37 (1350') is being constructed to serve as an access to a ditch line. The traffic will be extremely low and a 12' road would appear to be adequate.

(more

You are commended for your early submission of P. S. & E. documents in accordance with subparagraph 10a of PPM 21-5. In addition, the Pacific Gas Transmission Company's adjustment was handled more closely in accordance with PPM 21-12 and you were authorized to proceed with the work by our December 29, 1965 memorandum. Maximum effort should be made to forward plans, estimates and X permits for the three other utility adjustments prior to your requesting our authorization to advertise. Documents, statements and/or certifications that also should be furnished for such action are listed but not limited to the following:

Coordination statement - 7b, PPM 21-12
ROW & access control statement - 7c, PPM 21-12
Relocation advisory assistance statement - 7g, PPM 21-12
Recreational & historical resource statement - May 25, 1964 CM
Supplemental railroad agreement - 23d, PPM 21-10

Attachment

FORM E-128X BOM 7-65

RECEIVED
FEB 2 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. WILLIAMSON
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 31, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Encroachment on Railroad Property
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway (Ordnance Depot Hwy.)
Umatilla County
Project No. I-80N-5(21)167
YOUR FILE: D 315 - 2 - 132

Gentlemen:

Herewith for your review and approval you will find four (4) prints of our Drawing No. 1R-3-1402 on which is shown the construction proposed on the above-captioned project within the limits of your operating right of way near the Umatilla Ordnance Depot.

You will note the limit of construction of the proposed detour of our "B" Line will fall within the existing easement granted to the State in 1942. Therefore, as I stated in my January 5 letter, it would appear that the work contemplated under this contract could be performed in accordance with the original agreement.

Our special provisions will provide that the contractor must supply railroad protective insurance to the normal limits used today and other standard provisions we normally include in projects involving your company.

Please review this information and advise as to what further action we must take to allow this project to proceed without delay at the bid opening now scheduled for March 10, 1966.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
encs.

cc: F. B. Kbaboe
A. F. Parson
J. W. Valentine

RECEIVED
JAN 21 1966

[illegible]

[illegible] 21) 176

6795

January 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We have submitted PS&E documents for the Morrow County Line-Stanfield Section, Project No. I-5-2(21)176 and accordingly, we are requesting PS&E approval without authorization to advertise. We plan to receive bids for this project March 10, 1966.

It is quite urgent we receive this approval as we are anxious to move two survey crews to the project area to start staking.

We don't intend to ask for waiver of the contractor's working restrictions in connection with moving the Pacific Gas Transmission Company's line to be completed by May 31, 1966, as we feel there will be no hold-up to the contractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mb
cc: F. D. Morgan
T. W. Litchfield
R. N. Chase

RECEIVED
JAN 4 - 1966
FOR FILING

Form CO-121 (11-63) (Pies. by A.O. 200-147)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 30, 1965

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Junction Section
Availability of ROW and Construction Coordination

defer job to March at Lent.
REFERRED TO
Young - Oakes
BY ASST. STATE HWY. ENGR.
1-3-64

In accordance with our February 3, 1965 memorandum, Mr. Hardie's December 27, 1965 letter requested a waiver by our Regional office of the requirements that all necessary arrangements have been made for right of way clearance, utility, and railroad work to be undertaken and completed, as required for proper coordination with the physical construction schedules, and that right of way be available for the contractor's immediate occupancy and use.

Mr. Hardie's letter covers only the Pacific Gas Transmission Company's line. We now note that Section 8-11 of your special provisions received yesterday indicates that a motel, service station, cafe, several houses, and sheds may not be disposed of until February 24, 1966, but neither Mr. Oakes' December 21, 1965 right of way statement nor Mr. Hardie's letter makes any mention of these items. In addition, Mr. Oakes lists 15 other unimproved parcels which probably will have to be condemned.

Starting with Oxman - Bubbs Ranch project in the September 24, 1965 letting, you have subsequently requested waivers on the Celilo - Rufus, Irrigon Junction - Umatilla County Line, and the NW. Thurman - SW. Jefferson Street projects. The only project involving the initial phase of construction with Interstate funds on which you have not requested a waiver was the Lime - Malheur County Line project during this period of time. Consequently, it does not appear that you are limiting the procedure for requesting waivers to very infrequent and rare exceptions. Furthermore, during a December 13, 1965 conference with your Chief Counsel, procedures for reducing the number of condemnation actions were explored. We pointed out that lack of right of way lead time was an important factor. Under these circumstances we believe that the Morrow County Line - Stanfield Junction project should be postponed until the March 8, 1966 letting.

In addition, we note that the Hermiston Interchange, Meadow Road, Meadow Valley Interchange, and Ordnance Interchange structures

cc Hardie Leftgren

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

involve costly designs comparable to the County Road Undercrossing structure near Huntington, which was deleted from the Lime - Malheur County Line Section project. As noted in our October 8, 1965 memorandum on that project, while we feel that some increase in cost can be justified to obtain improved safety and aesthetics, the increases which would result from your proposed design are considered to be excessive. Rescheduling of the project for a later date is further warranted until the appropriate design of these structures can be resolved.

involve costly designs comparable to the County Road Undercrossing structure near Huntington, which was deleted from the Lime - Malheur County Line Section project. As noted in our October 8, 1965 memorandum on that project, while we feel that some increase in cost can be justified to obtain improved safety and aesthetics, the increases which would result from your proposed design are considered to be excessive. Rescheduling of the project for a later date is further warranted until the appropriate design of these structures can be resolved.

RECEIVED
JAN 4 - 1966
FOR FILING

Form DOT-1
(1-65)
(Proc. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-5(21)176

TO L795 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 29, 1965

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A.W. Parsons

KLABOE

SUBJECT: Oregon Project I-80N-5(21)176
Morrow County Line - Stanfield Jct. Section
Pacific Gas Transmission Company Adjustment

We hereby approve the plans and estimate for the subject utility adjustment on this project as evidenced by the utility's letter of September 8 and attachments. This letter is understood to be the outgrowth of a State-Utility field meeting.

We are withholding approval of the agreement subject to submission of the X-Permit and completion of the agreement by your proposed letter to the utility indicating agreement to their work.

Our program memorandum dated December 1 authorized you to proceed with preparatory work for all utility adjustments, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
Young - Litchfield
By Asst. State Hwy. Engr.
1-3-66

RECEIVED
DEC 30 1965
OFFICE OF
STATE ... ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 27 1965
FOR FILING

December 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Morrow Co. Line-Stanfield Jct.
Project No. I-605-5(21)176

Dear Sir:

We hereby request that the requirement of subparagraph 6e of PPM 21-6.3 relative to the contractor's working restrictions be waived as being in the public interest for the above-mentioned project. Immediate occupancy and use of the area in which the Pacific Gas Transmission Company's line crosses our construction center line will be restricted at the anticipated date of award.

The Company owns a 30-inch gas pipe line which crosses our construction center line near Sta. 11+00. This line must be adjusted during a time of minimum use; therefore, work should not commence before March or April of 1966. The estimated date of completion is May 31, 1966.

Our reasons for requesting your waiver of this requirement is that an unforeseen delay to the contractor could develop in this area over which we have little or no control. The contracting of the project is included in the over-all continuous plan for completion of our Interstate program. To delay in advancing this project to a physical construction stage would create a hardship and increase the cost to the public.

We don't anticipate any delay caused by this utility move but we wish to be able to grant a time extension, with Bureau of Public Roads participation, in the event the contractor is held up by this Company after May 31, 1966.

We are sending 3 copies of a sketch of the area involved.

Mr. A. W. Parsons -2- December 27, 1935

We believe it is to the best interest of all concerned to receive bids for this project January 27, 1936, along with your favorable reply, and not delay the construction any longer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

cc: F. E. Kinboe
F. D. Morgan
T. W. Litchfield
R. N. Chase

RECEIVED
DEC 8 - 1965
FOR FILING

I-80N-5(21)176
6792

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1965

To: F. D. Moehring
Right of Way Engineer
BUILDING

SUBJECT: Purchase of Right of Way for
Pacific Gas Transmission Company
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway
Umatilla County
Prefix: 630-1090-285
Project No. I-80N-5(21)176

We have been authorized by the Bureau of Public Roads to proceed with acquisition of right of way for subject company effective December 1, 1965. Will you please proceed with arrangements to have this property purchased, preferably at the same time we negotiate for highway right of way.

All charges, including incidentals, pertaining to utility right of way acquired from December 1, 1965 will be charged to Prefix 630-1090-285-01, Project No. I-80N-5(21)176.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
(For) Utilities Liaison Engineer

PGP:bjm:fp

cc F. B. Klaboe
C. H. Maison
L. H. Young
A. F. Parson
J. W. Valentine

NOTED
F. B. KLABOE

RECEIVED
DEC 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121 (1-63) (Form by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

I 80N-5(21)176

TO 6795 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: December 1, 1965

In reply refer to: 08-35.EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dee
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's November 16, 1965 letter requested the inclusion of three projects in the subject program and Mr. Litchfield's November 24, 1965 letter furnished additional documentation for Item 431. These Stage 2 construction and right of way (utilities) projects are approved effective this date and detailed as follows:

Item	Project	Location	Work
430	I-5-3(72)130	Sutherlin Interchange	Illumination
431	I-80N-5(21)176	Morrow C.L. to Standfield Jct.	Grade, pave, strs. & ROW-Utilities
432	I-80N-3(49)82	The Dalles-Fifteenmile Creek	Pave

You are authorized to proceed with utility preparatory work and with actual acquisition for the right of way for utility purposes effective this date for Item 431.

On Item 432, I-80N-3(49)82, The Dalles-Fifteenmile Creek, we are approving this program, however, construction authorization will not be granted until suitable justification for the pavement type is received as previously mentioned in our October 4, 1963 memorandum under Project I-80N-3(39)81.

This program action provides for 14.27 miles of highway improvement at a total estimated cost of $4,751,500 of which $4,322,550 is reserved as Federal-aid Interstate funds.

NOTED
F. B. KLOOSE

REFERRED TO
Asst. State Hwy. Engr.
12-6-65.

RECEIVED
DEC 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 1 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRICKETT, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING
I-80N-5(21) 176
to 195

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 24, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Right of Way Acquisition
Pacific Gas Transmission Company
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway
Umatilla County

NOTED
F. B. KLABOE

Dear Sir:

Herewith you will find two copies of a sketch map prepared by the company showing the additional right of way needed by the Utility in connection with this relocation. It is the obligation of the State to supply this right of way, either by purchase or reimburse the company for the cost of purchasing it. We propose to have our Right of Way personnel acquire this property at an estimated cost of $200.

Authorization to purchase this property under Project No. I-80N-5(16)181 is requested.

Inasmuch as we are negotiating for right of way in this area at the present time we would appreciate your early consideration of this matter.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
enc.

cc: F. B. Klaboe
L. H. Young
D. H. Moehring

RECEIVED
NOV 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOV 2 1 1965

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

I-8DN-5(21)176

6775

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

November 18, 1965

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Peace
Meralock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
NOV 19 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Listed below in conjunction with our comments is a list of highway projects transmitted to us from your office to comply with Modification No. 1 of our Memorandum of Understanding:

Addendum "A" to Location Prospectus, Saddle Mountain Junction - Elsie Road Section of Sunset Highway.

We anticipate no conflict with the fishery resource, thus the project is approved.

Alsea Mountain - Aide Creek Section, Alsea Highway.

Passage must be maintained at the crossing of Hide Creek but not on Dinner Creek.

Toledo - Pioneer Mountain Section, Corvallis-Newport Highway, Lincoln County.

Morrow County Line - Stanfield Junction, Santiam Old Oregon Trail Highway, Morrow County.

The plan submitted by Mr. Hall on November 1, 1965 depicting the 10 x 8 R.C.B.C. layed on a 0.30 grade in West Ollalie Creek meets with our approval. If the new roadway fill encroaches on the stream bed at any point, stream bed width must be maintained.

The Stanfield Junction project does not involve a stream, hence we anticipate no problems.

Cairo Junction Section, Central Oregon and Olds Ferry - Ontario Highways.

The prospectus indicates no stream involved in this section of roadway, hence the project is approved.

Delena - Rainier, Columbia River Highway.
Pendleton Section, Old Oregon Trail Highway.

Fish passage not required on Beaver Creek crossings.

Fish passage is required on the crossings involved in the Pendleton Highway, although we anticipate no difficulties provided the channel changes and crossings are constructed during low water periods.

Oak Grove Road - Elm Street Section, Medford - Provolt Highway.

There seem to be no streams involved on this project.

Addendum "A" to Location Prospectus, Eggelson Corner - Strohm Road Section, Crow Creek Road. FAS 485.
Fish passage must be maintained in Prairie Creek.

Your favorable consideration regarding the above listed comments will be appreciated. If you have any questions pertaining to the fishery resource, please do not hesitate to contact us.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

11-19-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (8)
T. C. Roake
J. E. Morelock
R. D. Asburry (8)
L. R Chandler (2)
A. F. Parson (6)

fp

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

I-8DN-5(21)176

6795

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

Routing

Morgan
Dacker
Bend
Barboe
Walker
Glenn
Swan

Peas
Morelock
Trout
Scott
Wills
Litchfield
Olson

November 4, 1965

RECEIVED
NOV 5 1965
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects which were sent to us under letters dated October 8 and October 27, 1965.

1. High Banks Road-57th Street(Springfield)Section, Eugene-Springfield Highway, Lane County.

2. Alsea Mountain-Hide Creek Section, Alsea Highway, Benton County.

3. Toledo Section, Corvallis-Newport Highway, Lincoln County.

4. Toledo-Pioneer Mountain Section, Corvallis-Newport Highway, Lincoln County.

5. Morrow County Line-Stanfield Junction Section, Old Oregon Trail Highway, Morrow County.

6. Sutherlin Junction Interchange Section, Pacific Highway, Douglas County.

7. Wilsonville Safety Rest Area, Pacific Highway, Clackamas County.

8. Fairgrounds Interchange-Winston Interchange Section, Pacific Highway, Douglas County.

The projects listed above are all approved as no resource conflict is foreseen. We note that the Oregon Fish Commission has discussed with you the passage of fish on West Olallie Creek.

We appreciate being able to review the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

5-65 Copies to:
B. Klaboe
H. Young
ank Hall (8)
C. Roake
E. Morelock
L. W. Rulien (2)
R. D. Asburry (6)
L. R. Chandler (6)
A. F. Parson (2)
fp

ROK:dm

cc: Director, OFC

RECEIVED
NOV 2 - 1965

FORM E-30X—50M—1-65 SP 18102-734

FOR FILING
-80N-2(21)176
6275

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1965

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Utility Adjustments
Morrow County Line-Stanfield Jct. Section
Old Oregon Trail Highway
Umatilla County

This project is scheduled for the opening of bids on January 25, 1966. We now have an estimate and sketch from Pacific Gas Transmission Company in which they indicate this work should be completed this fall if we are to avoid the additional costs of making an adjustment during the period of maximum usage. Since this work involves approximately $35,000, we request this Utility work on the above section be programmed to the construction stage as soon as possible.

It will probably be necessary for the Gas Company to purchase a small parcel of right of way; therefore, please program right of way incidentals.

The estimated costs are as follows:

Umatilla Electric Cooperative Association	$ 3,500
Pacific Northwest Bell Telephone Company	600
Pacific Gas Transmission Company	
Utility Adjustment	34,500
Right of Way	500
TOTAL	$69,100

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
NOV 2 1965

PGP:bjm

cc: A. W. Parsons
F. B. Klaboe
C. H. Maisen
A. F. Parson
J. W. Valentine

RECEIVED
NOV 3 - 1965
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 25, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Justification for Underpass
Station 991+00
R/W File Nos. 37971, 37973 and 37974
Morrow Co. Line-Stanfield Jct. Section
Old Oregon Trail Highway
Umatilla County

Dear Sir:

Herewith you will find the following data pertaining to this subject:

(1) Two copies of Mr. Allen's justification dated August 26, 1965.

(2) Two copies of a sketch map prepared by Mr. Allen showing the area and routes involved.

(3) Two copies of a schedule furnished by the First National Bank of LaGrande showing the current interest rates on treasure bonds and notes.

(4) Two copies of the Westland Irrigation District's letter of September 27, 1965. This letter is in reply to our request for more information on the 820 trips per year as shown in item one of the tables attached to Mr. Allen's justification.

Mr. Allen and a representative from the District investigated this problem in the field and determined the routes as shown in Item No. 2 above is the only practical method of handling this situation.

As noted in the tables attached to Mr. Allen's report, equipment and labor rates used by the District are considered to be reasonable by our Accounting Division.

It is the opinion of the District and our appraisers that the highest and best use of the land served by the District will not change in the foreseeable

future; therefore, with proper maintenance the life expectancy of the irrigation would approach perpetuity.

Without the use of an underpass, it will be necessary for the District to move their dozers over highway interchanges and other paved roads. This can best be accomplished with the use of a low-boy truck; hence, its inclusion in Mr. Allen's justification.

The construction of the underpass appears to be economically justified and we recommend your approval of its construction as proposed.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:fp:bjm

Attachments

cc: F. B. Klaboe
D. H. Moehring
A. F. Parson
K. A. Chatwood
J. W. Valentine

RECEIVED
OCT 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

future; therefore, with proper maintenance the life expectancy of the irrigation would approach perpetuity.

Without the use of an underpass, it will be necessary for the District to move their dozers over highway interchanges and other paved roads. This can best be accomplished with the use of a low-boy truck; hence, its inclusion in Mr. Allen's justification.

The construction of the underpass appears to be economically justified and we recommend your approval of its construction as proposed.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp:bjm

Attachments

cc: F. B. Klaboe
D. H. Moehring
A. F. Parson
K. A. Chatwood
J. W. Valentine

RECEIVED
OCT 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-80 50M 7-64 SP°6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
August 26, 1965

SUBJECT:

To: Mr. David Moehring
Right of Way Engineer
Salem, Oregon

Mr. David H. Moehring:

Attention: Mr. Carl Smith

Files No. 37973-Wood
~~37974~~-Pieper 37974-
Morrow County Line-Bucks Corner
Old Oregon Trail
Umatilla County
Justification for underpass
Station 991+00

Please find attached a justification for the underpass Station 991+00, Morrow County Line-Buck's Corner. This justification has been patterned after one prepared by the Idaho Highway Department, and accepted by The Bureau of Public Roads in that State. As this is our first attempt in this area, I am anxious to know how the Bureau feels about this type of justification.

Only a single copy was made of this report, so I would appreciate very much if you would make about three copies on your Xerox copier and return to us.

Sincerely yours,

Verne A. Allen

Verne A. Allen,
District Appraiser

VAA: fa
Encl: 2

REC'D FOR FILING
SEP 10 1965

RECEIVED
AUG 30 1965
RIGHT OF WAY

RECEIVED
AUG 30 1965
APPRAISAL SECTION

Underpass station 991+00
Morrow Co. Line-Buck's Corner
Old Oregon Trail
Umatilla

Justification of underpass 991+00

The subject underpass serves the Woods and Pieper properties, and as a continuation of the ditch riders and equipment road for the Westland Irrigation District.

The Woods property remaining on the east side of the highway is small and will have little, if any effect, on the justification; so will not be used in this report. The Pieper property has 38 acres of irrigated land and 18 acres of range land easterly of the highway. The 38 acres of irrigated land will be damaged if the underpass is not built. Access to this severed portion would be via an undeveloped public road from either the north or south. The road from the north would be over loose, sandy soil, and from mild to steep sloping ground. The road from the south would be level, but a bridge would need to be constructed over Butter Creek. It is my opinion, that because of long distance to the property and the road constructions, that it would be uneconomical for Mr. Pieper to cultivate this property. There are only two ownerships easterly of the highway that could conveniently use the property and they would not have to construct a bridge over Butter Creek. If the underpass were not established, there would be a $200 per acre damage to this property; a total of $7,600. This damage would permit an adequate access to be constructed to the property.

The attached table itemizes the additional cost that will occur to the irrigation district if this underpass is eliminated. Two tables are shown. If the shorter route, that is from station E to I to J were used, it would mean that a new and stronger bridge would need to be constructed over the ditch, as the road is on the easterly side of the ditch and the present bridge is not strong enough for the heavy equipment. Without the new bridge this equipment would have to go from station E to F; to G; to H; to I; and to J; an additional 1.3 miles. The justification figures will be noted at the bottom of each chart.

This district may invest any surplus money in government bonds, only.

Any route using position A on the map, known as Buck's Corner, as the crossing point over the highway, would not be practical because of the many miles of additional travel it would take on the east side of the highway to reach position J.

The man hour column was worked out as an equation with the additional travel time, per cent of an hour, times the hourly wage, times the number of men involved in the move.

The information contained herein was obtained from the Westland Irrigation District, at a joint meeting attended by myself, Allen Langenwalter, and Buck Winters, Manager.

REC'D FOR FILING
SEP 10 1965

Verne A. Allen

Justification of equipment ... Sheet No. 7

This sheet shows additional cost to Westland Irrigation District by using route Via C-B-D-E-I-J.

Equipment	Additional miles	Trips per Year	miles per Year	Rate per mile	Man hours lost per trip	Cost per Trip	Total addtl annual cost
Disk [illegible]	3.2	520	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]					[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	1312	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Total additional cost [illegible]

[illegible] cost [illegible]

Cost of new [illegible] 12x30'x 90 = $36,000.00

Damages to [illegible] 9 x 200 = 9,000.00

Cost of [illegible] 2 x 35 = 510.00

[illegible] cost = 45,398.35

Cost of structure 3/4 [illegible]

[illegible]

[illegible]

REC

Justification of equipment under job station 771400

This chart shows additional cost to Westland Irrigation District by using route via C-B-D-E-F-G-I-J.

Equipment	Additional mileage	Trips per year	Miles per year	Rate per mile	Man hours per trip	Cost per trip	Total additional cost
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

FIRST NATIONAL BANK OF OREGON

Portland, Oregon

UNITED STATES [illegible]

[illegible]

Average: 3.85 [illegible] 3.79 [illegible] 100 Days: 4.01

Maturity			Yield
10/1/[illegible]	[illegible]	[illegible]	3.[illegible]
11/15/[illegible]	[illegible]	95-30	3.8[illegible]
11/[illegible]	[illegible]	100-1	3.[illegible]
2/[illegible]	[illegible]	[illegible]	3.91
2/[illegible]	[illegible]	[illegible]	[illegible]
3/[illegible]	[illegible]	[illegible]	3.92
3/15/[illegible]	[illegible]	[illegible]	[illegible]
3/15/[illegible]	[illegible]	[illegible]	[illegible]
10/1/86	97-27	[illegible]	3.[illegible]
11/15/[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
2/15/87	91-24	[illegible]	3.93
4/1/87	[illegible]	[illegible]	[illegible]
6/15/87	91-4	[illegible]	[illegible]
[illegible]	93-27	[illegible]	[illegible]
8/1/88	96-22	[illegible]	[illegible]
10/1/88	93-20	[illegible]	[illegible]
4/1/89	92-14	[illegible]	[illegible]
10/1/89	91-12	[illegible]	[illegible]
4/1/90	89-16	[illegible]	3.[illegible]

5/15/86	99-24	[illegible]	4.03
[illegible]	99-3	99-5	3.91
[illegible]	99-7	99-11	[illegible]
[illegible]	[illegible]	97-22	[illegible]
[illegible]	[illegible]	99-31	[illegible]
[illegible]	91-4	99-10	[illegible]
[illegible]	96-24	[illegible]	4.12
[illegible]	[illegible]	[illegible]	[illegible]

Maturity			Asked*	Yield
2 [illegible]	[illegible]	[illegible]	95-1*	3.99
4	[illegible]	[illegible]	99-12	4.20
2 [illegible]	[illegible]	[illegible]	[illegible]-18	4.08
4	[illegible]	[illegible]	9[illegible]-8	4.20
2 [illegible]	[illegible]	[illegible]	93-27	4.09
8	[illegible]	[illegible]	99-5	4.21
2 [illegible]	[illegible]	[illegible]	93-17	4.08
[illegible]	[illegible]	[illegible]	9[illegible]-5	4.20
[illegible]	[illegible]	[illegible]	92-4	4.08
[illegible]	[illegible]	[illegible]	[illegible]	4.22
[illegible]	[illegible]	[illegible]	[illegible]	4.25
[illegible]	[illegible]	[illegible]	[illegible]	4.25
[illegible]	[illegible]	[illegible]	[illegible]-16	4.11
[illegible]	[illegible]	[illegible]	95-18	4.24
[illegible]	[illegible]	[illegible]	[illegible]-8	4.11
[illegible]	[illegible]	[illegible]	99	4.10
[illegible]	[illegible]	[illegible]	94-8	4.26
[illegible]	[illegible]	[illegible]	[illegible]-4	4.24
[illegible]	[illegible]	[illegible]	94-3	4.26
[illegible]	[illegible]	[illegible]	100-1	4.25
[illegible]	[illegible]	[illegible]	97-2	4.26
[illegible]	[illegible]	[illegible]	97-8	4.26
[illegible]	[illegible]	[illegible]	91-10	4.29
[illegible]	[illegible]	[illegible]	87-10	4.26
[illegible]	[illegible]	[illegible]	[illegible]-22	4.27
[illegible]	[illegible]	[illegible]	99-23	4.25
[illegible]	[illegible]	[illegible]	[illegible]	4.27
[illegible]	[illegible]	[illegible]	[illegible]	4.27
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	4.29

* Certificate [illegible]

DIRECTORS
HARR J. ANDREWS, CHAIRMAN
WM. N. HUDDLESTON, VICE-CHM.
V. V. LEWIS, DIRECTOR

BUCK WINTERS, MANAGER
ALLAN LANGENWALTER
SECRETARY

RECEIVED
SEP 29 1965
Right of Way Office
La Grande

WESTLAND IRRIGATION DISTRICT

TELEPHONE 567-6667
P. O. BOX 1027
HERMISTON, OREGON 97838

September 27, 1965

RECEIVED
OCT 1 1965
RIGHT OF WAY

Mr. Verne Allen
Oregon State Highway Dept.
P.O. Box 850
La Grande, Oregon

Dear Mr. Allen:

In answer to your telephone inquiry concerning the ditchriders use of the ditch road and underpass under new highway 80 I regret to advise that I was unable to locate the 1" to 2000' map you referred to for showing the location of the ditch company maintenance sheds and machine storage. I believe it can be accurately located for you this way however. The District maintenance sheds are in the extreme southeast corner of Section 32 township 4 north, Range 28 east. Ditchbank mileage from the under-pass to the maintenance sheds would be approximately two. The ditch is running more or less north and south where it crosses under highway 80 and our ditchbank road would go south for the better part of a mile and then east for the better part of a mile and allowing for the curves and switchbacks in the ditch it would total almost two miles. A further point of reference as regards location of the maintenance sheds is this. They are about 150 yards north of the point where our flume crosses under highway 207. This is about at the corner common to sections 32 and 33, 4 north 28 and sections 4 and 5, 3 north 28.

Relative to the number of trips estimated for the ditchriders pickup, these were calculated as follows: We use an irrigation season of approximately 180 days. This year water was turned on on March 23 and will be off in a day or two now or just a little over 180 days this year. Some seasons are shorter and some are longer but we believe this would be a reasonable average. The ditchrider is required to make one run down and back in the morning and one run down and back in the evening. He is supposed to set his water going downstream and then come back upstream to make sure that the checks and gates are delivering the correct volume of water and inspect carefully for soft spots, sand boils, and the like. In other words this would be two round trips or four passes through the area for 180 days or 720 trips. The other 100 trips used in to comprise the 820 total were as follows: Two inspection trips for the Board gach yearinvolving two vehicles. One inspection trip for the Bureau of Reclamation officials each year. Extra vehicles and crews at the time of water cut in and weed pulling in the Spring. (Bringing the water down the ditch at the time of the original turn in was not calculated in the normal ditchriders run and neither were the weed pulling crews.) In a windy Spring

REC'D FOR FILING
OCT 5 1965

DIRECTORS
HARRY J. ANDREWS, CHAIRMAN
WM. N. HUDDLESTON, VICE-CHM.
V. V. LEWIS, DIRECTOR

BUCK WINTERS, MANAGER
ALLAN LANGENWALTER
SECRETARY

WESTLAND IRRIGATION DISTRICT

TELEPHONE 567-6667
P. O. BOX 1027
HERMISTON, OREGON 97838

there have been as many as six extra people on the ditchbanks watching for trouble spots and pulling the tumble weeds out as they accumulate at bridges and culverts and other such-places. The tumble weeds blow into our ditch system from the prairies and dried fields to the west and must be pulled out or they impede the water flow and have caused serious ditch breaks. I believe that I allowed thirty passes as an estimate to cover this contingency based on three different weed pulling sessions and two or three passes each time for two or three pickups. Then because our scheduling on a regular twelve hour interval sometimes doesn't work, I've allowed fifty extra passes for extra ditchriders runs setting gates on each side of the highway. An example of that kind of thing has happened in this past week where in a large water user on the south side of the highway had reason to want to get rid of his water in a hurry and the ditchrider had to arrange with one of the water users on the north side of the highway to pick it up and go and make the necessary changes in checks and gates. The quantity of water in this particular case was quite large and there are a very limited number of places where it could have been placed without wasting and this happened to be necessary in this particular circumstance. Soem of these facilities allowing extra flexibility in the utilization of water have become increasindly necessary with the water shortage that has been a problem in this area for the past two or three years.

I trust that this information will be what is necessary in the circumstances, but we will be glad to cooperate in any way should we have failed to meet your question correctly.

Respectfully,

WESTLAND IRRIGATION DISTRICT

Allan C. Langenwalter
Secretary

ACL:lkm

RECEIVED
JUL 12 1965
FOR FILING
F&ONES (21) 176
176

June 17, 1965

The Honorable Rudy R. Rubyak
Mayor of Pendleton
City Hall
Pendleton, Oregon

36-2

Dear Mayor Rubyak:

The State Highway Commission at its meeting on June 1, 1965, adopted a survey concerning improvement on the Morrow County Line-Stanfield Junction Section of the Old Oregon Trail Highway.

You will recall that a public hearing on this project was held in the City of Pendleton on March 30, 1965, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's Survey Resolution No. 299* adopting the survey.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

SS

Att.

cc Umatilla County Court
Courthouse
Pendleton, Oregon

Victor Wolfe

RECEIVED
JUN 7 - 1965
FOR FILING

JXON.5(21)176
6795

Salem, Oregon
June 7, 1965

David H. Hoskring
Right of Way Engineer

BUILDING

Right of Way for the Morrow County Line - Stanfield Junction Section will be programmed with the Bureau of Public Roads under two Federal Aid projects, therefore we are assigning two Right of Way prefixes. These areas are covered on Maps 5B-29-12 and 5B-29-13.

Also, your letter of June 3, set out the approximate costs for the entire section. As there is to be two Federal Aid projects, it will be necessary for you to furnish us with the estimated costs for each project. Bucks Corner (approximate Sta. 1056) will be the dividing point between the two projects.

In order that you may set up your Right of Way files, we have assigned the following prefixes.

Prefix 630-2505 -- Morrow County Line - Bucks Corner

Prefix 630-2507 -- Bucks Corner - Stanfield Junction

L. N. Young
Office Engineer

cc: Clifford Lenx

JAH:ks

RECEIVED
MAY 21 1965
FOR...
I-XON-5(21)176
6795

May 20, 1965

Oregon State Highway Commission

Gentlemen:

The survey has been completed on the Morrow County Line-Stanfield Junction Section of the Old Oregon Trail Highway (Interstate Route 80N).

A public hearing was held March 30, 1965, on the section that extends from Morrow County Line to Pendleton. No objections were raised at the hearing on the section covered by this proposed survey approval. The length of this section is 11.1 miles and a map is attached for your information. The estimated construction cost is $4½ million, with the right-of-way estimated to cost $450,000. This will be a Federal-aid Interstate project.

I recommend your approval of the survey and authority to purchase necessary right-of-way. This will be on the agenda for the June 1 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
W. T. Wright
A. F. Parson

RLP:ms bg

Existing Highway

R.27E.
R.28E.

T.4N.
T.3N.

Jordon Rd.

County Rd.

Pub. Rd.

Pub. Rd.

Westland Rd.

ORDNANCE

MORROW CO.
UMATILLA CO.

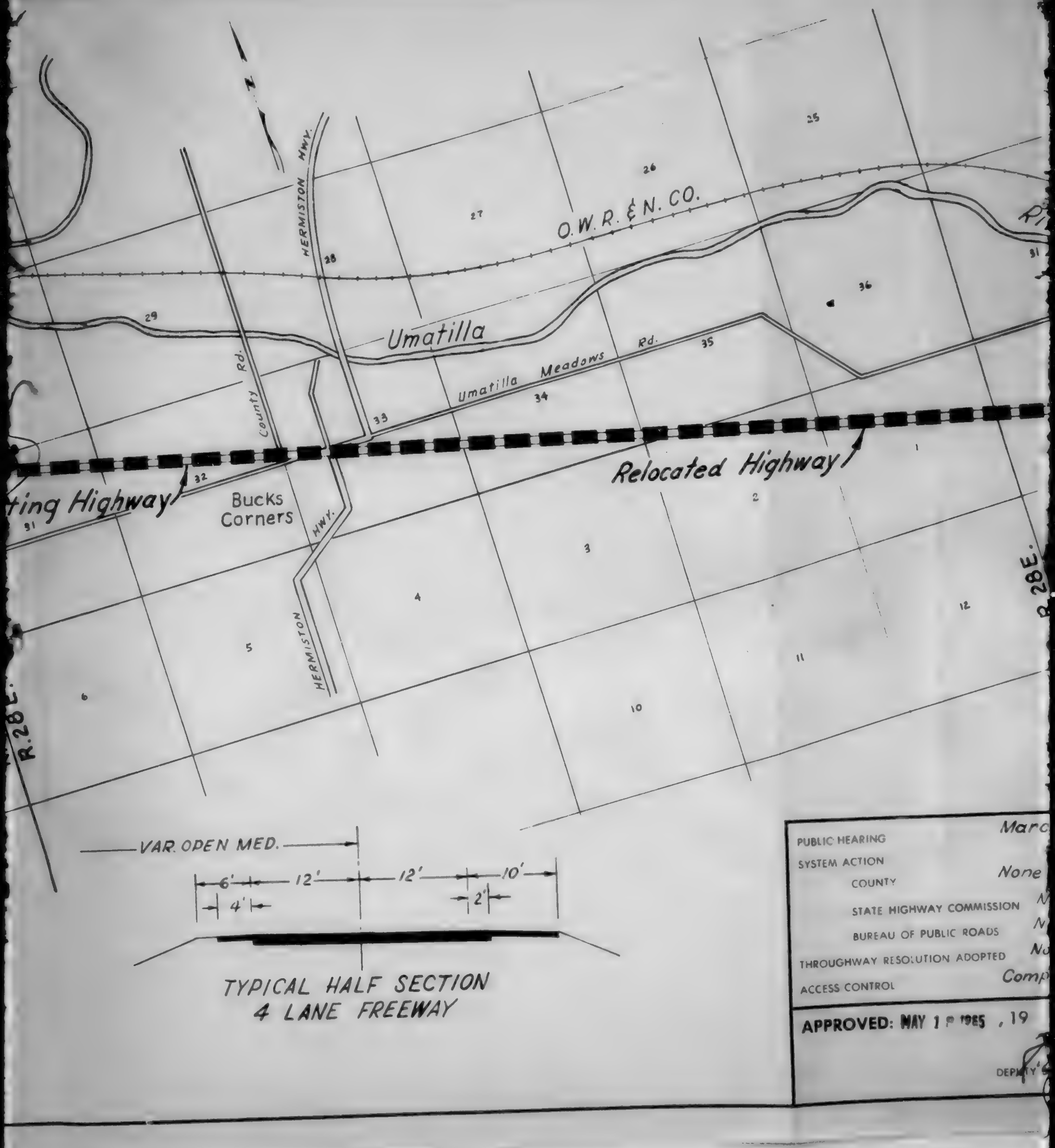
Cedar St.

County Rd.

BEGINNING OF SURVEY
STA. 765+79.2

To Boardman

19
24
25
26
23
27
22
35
34
33
28
3
2
4



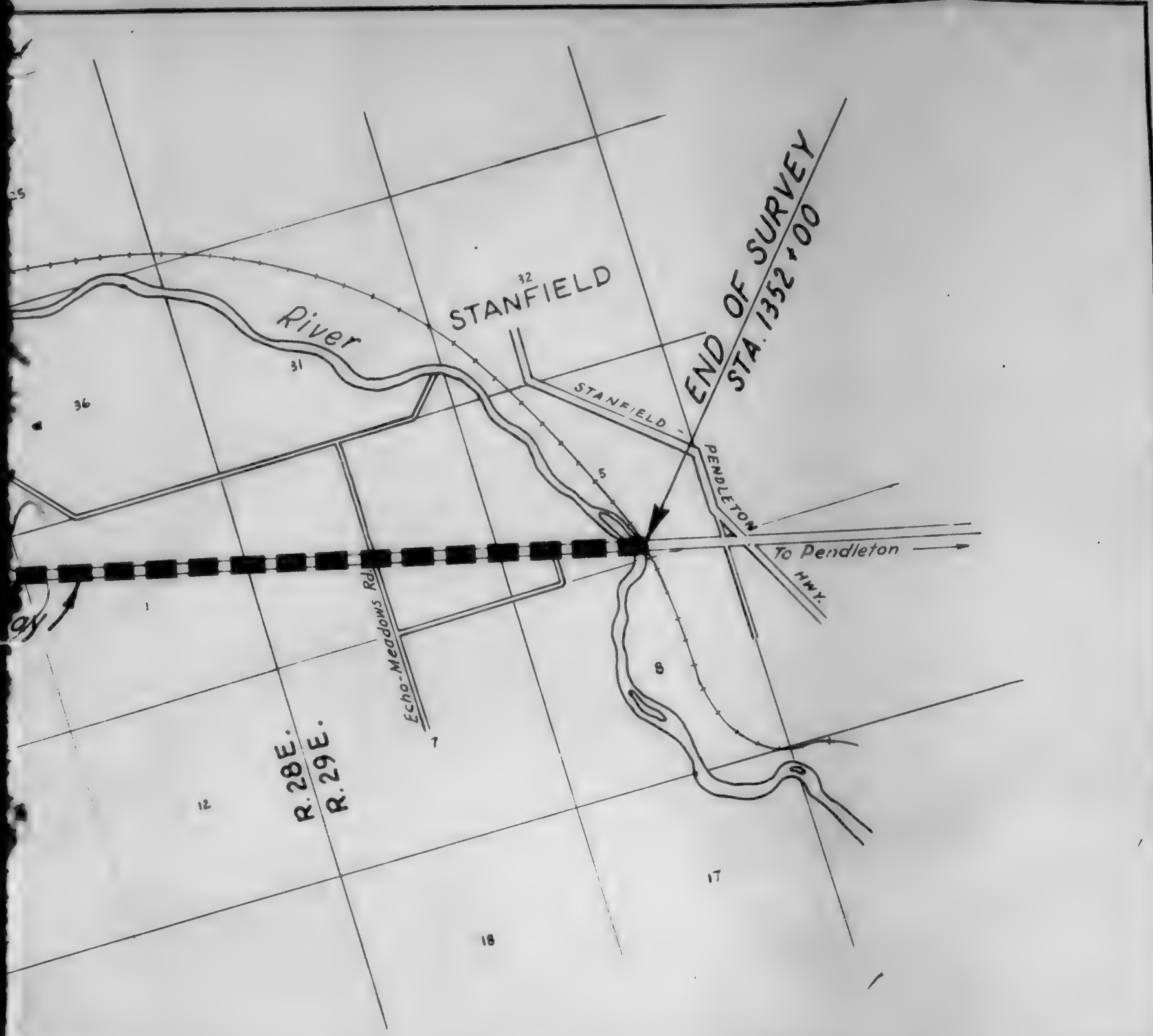
TYPICAL HALF SECTION
4 LANE FREEWAY

PUBLIC HEARING	Marc
SYSTEM ACTION	
COUNTY	None
STATE HIGHWAY COMMISSION	N
BUREAU OF PUBLIC ROADS	N
THROUGHWAY RESOLUTION ADOPTED	No
ACCESS CONTROL	Comp

APPROVED: MAY 1 [illegible] 1985 , 19

DEPUTY

DRG. NO. 1R-3-1389



BLIC HEARING	March 30, 1965
STEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
HIGHWAY RESOLUTION ADOPTED	None Required
ESS CONTROL	Complete

PPROVED: MAY 1 [illegible] 1965 , 19

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

MORROW CO. LINE-STANFIELD JCT.

OLD OREGON TRAIL HIGHWAY

UMATILLA COUNTY

DRG. NO. 1R-3-1389

SCALE: 1" =3,500'± DATE: May 1965

FOR DETAILS SEE DRG NO

5B-29-12 Oct. 1940 5B-29-13 Oct. 1940

SU-546(1) SE Division St.-E. Burnside 1966
Rd. Sec., FAS 728 (SE 162nd Ave)
#6796 in Portland (Grad., stone base)

CNH-02980

FORM E-123 REV 7-66

RECEIVED
JUN 28 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING
add to Claim File 6796
6796
RECEIVED
JUN 22 1967
CLAY MYERS

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUN 22 8 31 AM '67
CLAY MYERS
SECRETARY OF STATE

June 21, 1967

Maynard B. Spray
and Robert J. Carlston
9718 N. E. Saratoga
Portland, Oregon 97220

NOTED ON CARD

Gentlemen:

This is to acknowledge receipt of your claim letter of June 12, addressed to the Hon. Clay Myers, Secretary of State, stating that Waybo, Inc., owes you $5,000 for equipment rental and wages.

Your claim mentions this is in connection with the Waybo, Inc., Contract No. 6796 for grading and stone base on S. E. Division Street-East Burnside Road Section of FAS 728 in Multnomah County and the Multnomah County Contract No. 1792 A.D. 66. You state this is a supplement to the one that you filed on December 28, 1966.

We will advise the Reliance Insurance Company, surety, and Dooly and Company, agent, of the receipt of your letter. Your claim letter is being filed with the Secretary of State.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION
ORIGINAL SIGNED
By C. W. HEAD
C. W. Head, Assistant Secretary

CWH:fkn
cc Reliance Ins. Co.
Dooly and Company
Waybo, Inc.

Commissioners
Hon. Clay Myers ✓ Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

RECEIVED
JUN 23 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 16 8 19 AM '67
CLAY MYERS
SECRETARY OF STATE

June 12, 1967

Hon. Clay Myers
Secretary of State
State Capital Building
Salem, Oregon 97310

Dear Mr. Myers:

This will supplement our December 28, 1966 claim against Waybo, Inc. for equipment rental and wages, a copy of which is enclosed. This claim was directed to the State Highway Department, however, we have been informed that the claim was forwarded to your office for filing. A copy of C. W. Head's letter so advising us is also enclosed.

Notice is hereby given that the undersigneds, Maynard B. Spray and Robert J. Carlston, have a claim for equipment rental and wages due for subcontracting services performed under State Highway Contract No. 6796 and Multnomah County Contract No. 1792A.D. 66. Those services were performed pursuant to a contract entered into on May 25, 1966 between the undersigns and Waybo, Inc., the State's general contractor. Demand is hereby made for the payment of $5,000.00 against the bond taken from Dooly and Company, Board of Trade Building, Portland, Oregon, for the work of Waybo, Inc. in performance of the above referred to contracts.

Yours very truly,

Maynard B. Spray

Maynard B. Spray

Robert J. Carlston

Robert J. Carlston

RECEIVED
JUN 16 1967
OREGON
SECRETARY OF STATE

RECEIVED
JUN 21967
FOR FILING

SU-546(4)
6796

June 20, 1967

Carney and Haley
Attorneys at Law
501 Pacific Building
Portland, Oregon 97204

Attention: Mr. Leo R. Probst

Gentlemen:

This is to acknowledge receipt of your letter of June 15 and attached affidavit pertaining to the Waybo, Inc., Contract No. 6796, for grading and stone base on S.E. Division Street-East Burnside Road Section on FAS 728 in Multnomah County.

As requested in the affidavit, we are attaching a certified copy of the contract and bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C.W. Head, Assistant Secretary

CWH:fkm

Attachment

A F F I D A V I T

STATE OF OREGON)
) ss.
County of Multnomah)

We the undersigned being first duly sworn, depose and say:

That we have a claim in the sum of $5,000.00 against Waybo, Inc. for equipment rental and wages due pursuant to the performance of subcontracting work performed under State Highway Contract No. 6796, that said work commenced on April 25, 1966 and was completed on October 20, 1966; that Waybo, Inc. has wholly failed and refused to pay any portion of said claim.

On the basis of this affidavit and pursuant to ORS 279.512, affiants hereby request that they be furnished with a certified copy of said State Highway Contract, No. 6796, and the performance bond furnished thereon.

Maynard B Spray
Maynard B. Spray

Robert J Carlston
Robert J. Carlston

SUBSCRIBED and sworn to before me this 14 day of January, 1967.

Notary Public for Oregon
My Commission expires: Jan. 14, 1969

RECEIVED
JUN 19 1967
OREGON
STATE HIGHWAY COMMISSION

CARNEY & HALEY
ATTORNEYS AT LAW
501 PACIFIC BUILDING
PORTLAND, OREGON 97204
TELEPHONE 226-2835

RECEIVED
FEB 10 1967
FOR FILING
SU 546 (1)
6796

February 9, 1967

Mr. M. B. Spray
9718 N. E. Saratoga
Portland, Oregon

Dear Mr. Spray:

This will acknowledge your letter received this morning stating that you have not received payment in full on your claim against Waybo, Inc., under Contract No. 6796.

Inquiry to our Accounting Division disclosed that final payment in the amount of $11,119.86 was mailed to the contractor on January 27.

I would suggest that you get in touch with the contractor if you have not already done so, or contact the surety Reliance Insurance Company through its agent Dooly and Company, Board of Trade Building, Portland.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Mr. Robert J. Carlston
6943 N. E. Stanton
Portland, Oregon

FQ:gc

Maynard B. Spray
9718 N.E. Saratoga

Robert J. Carleton
6943 N.E. Stanton
Portland

Fred Query
Secretary
State Highway Commission

Dear Mr. Query:

This letter is in regards to our letter of December 28, 1966 on the Waybo Contract #6796 S.E. Division Street - East Burnside Road Section of FAS 728 in Multnomah County. It is also in regards to your letter of December 30, 1966, giving us information as to the Bonding Company etc.

As of this date, February 8, 1967, we have not been paid in full for said contract work.

We would appreciate any help and light you can shed on this matter and advice as to what we should do at this point

Thank you for your help.

1-27
11, 119.86

Yours truly,
M B Spray
Robert Carleton

RECEIVED
FEB - 9 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 20 1967
FOR FILING
SU-546 (1)
6196

January 19, 1967

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Gentlemen:

Contract No. 6796 awarded to Wayco, Inc., for grading and stone base on the S.E. Division Street-East Burnside Road Section of FAS 726 in Multnomah County was completed on October 20, 1966, and accepted by the Highway Commission on January 18, 1967.

Final payment in the amount of $11,119.86 will be released to the contractor after January 26, 1967. The total contract amount if $153,669.31 including $196.43 for work performed under force account.

You have been advised previously of a claim filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Wayco, Inc.
7800 N.E. Killingsworth
Portland, Oregon 97218

Dooly and Company
Board of Trade Building
Portland, Oregon

L.H. Young

C.H. Maison
Att: John Herr

RECEIVED
JAN 19 1967
FOR FILING
Su. 5446 (1)
6176

January 18, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 20, 1966, on Contract No. 6776. The contract was with Maybe, Inc. and was for grading and stone base on the S. W. Division-East Burnside Road Section of FAS728 in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 18, 1967, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. E. Johnson

bg

FORM S-122X SOM 7-66

RECEIVED

FILED
JAN 3 1967
TOM McCALL
SECRETARY OF STATE

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JAN 3 [illegible] 42 AM '67
TOM McCALL
SECRETARY OF STATE

FILED

Claim File No. 4265

6796

December 30, 1966

Maynard B. Spray
and Robert J. Carlston
9718 N.E. Saratoga
Portland, Oregon 97220

NOTED ON CARD
WLW

Gentlemen:

This is in reply to your letter of December 28 informing us that Waybo, Inc., owes you $2,923.25 for equipment rental and wages.

This appears to be in reference to the Waybo, Inc., Contract No. 6796 for grading and stone base on S.E. Division Street-East Burnside Road Section of FAS 728 in Multnomah County.

The Reliance Insurance Company through Dooly and Company, Board of Trade Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your letter and we will also forward your claim letter to the Secretary of State for filing.

Please inform this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION
ORIGINAL SIGNED
By C. W. HEAD
C.W. Head, Assistant Secretary

CWH:fkn
cc Waybo, Inc.
Reliance Insurance Company
Dooly and Company
Hon. Tom McCall

RECEIVED
JAN - 5 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Fred Query
Secretary
State Highway Commissioner

December 28, 1966

Dear Mr. Query:

This is in regards to the telephone conversation I had with you Tues. Dec. 27, 1966, as to our problem on the street job in Multnomah County S. E. 162nd Ave. Job #6796

Our contract with Waybo Inc., states that we were to be paid within 5 days after the money had been recieved from the state of Oregon. Thus far we have recieved only partial payment, leaving a balance of $2725.25. Also in our contract with Waybo Inc., it states that all dozer work and road maintainance etc., was to be paid for by Waybo Inc.

Waybo held out $198.00 for dozer rental on the forementioned dumps. There is also one truck driver that was on the job, who claims he has driver's wages due for the first week of August. This leaves Waybo owing $2923.25. Due to the fact that this money is so long overdue, it is causing a hardship on us and we would like immediate payment.

We have tried to collect this from Waybo Inc., but thus far have been unable to do so.

Any help you could give us in settling this matter would be appreciated.

Yours truly,

Maynard B. Spray

Maynard B Spray

Robert J. Carlston

Robert J Carlston

RECEIVED
DEC 29 1966
OREGON
STATE HIGHWAY COMMISSION

...TED
FLOYD QUERY

STATEMENT

M. B. SPRAY + R. J. Carlton
Dump Truck Rentals
Fill Dirt All Road Materials

9718 N. E. Saratoga Portland, Oregon 97220

Phone 252-7881 or 252-9222

DATE Dec. 28, 1966

Waybo Inc.
7800 N.E. Killingsworth
Portland, Oregon

June - 15 Hrs. - Truck Rental		157.50
July - 56 Hrs. - per Hr. @	10.50	588.00
Aug - 77½ Hrs.		813.75
Sept - 172 Hrs.		1806.00
		$3,365.25
Copy of statement Partial Pmt. paid Dec. -		640.00
to Waybo Inc.		$2,725.25
Cat. Work deducted		+ 198.00
		$2923.25

RECEIVED
DEC 29 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 13 1967
FOR FILE
Sec. 346(1)
6796

3g

December 20, 1966

Hoyhe, Inc.
7800 N.E. Killingsworth
Portland, Oregon 97218

#1

Gentlemen:

The State Highway Commission at its meeting on December 19 considered your request for an extension of time on Contract No. 6796 on the S.E. Division Street-East Burnside Road Section of FAS 728 in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission increased the number of calendar days from 150 to 161.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc L.W. Hilton
Multnomah County Engineer
L.M. Young
F.D. Morgan
C.H. Malcom
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of calendar days within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6796 Contractor Waybo Inc.

Highway FAS 728 (S. E. 162nd. Ave.)

Section S. E. Division St. to E. Burnside Road

Kind of Work Grading & Stone base

It is recommended that the request for increase in the number of calendar days within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Utility adjustment conflicts prevented contract work until June 27, 1966.

Recommended for Approval:

C. V. Kenney
Division Engineer

John A. Bond
for Construction Engineer or Bridge Engineer

B B Kletze
Assistant State Highway Engineer

Contract No.	6796
Project designation	FAS 728 (State-Federal)
Date awarded	4 - 25 - 66
Work started	6 - 27 - 66
Per cent completed	100% 10-20-66 (Date)
No. of calendar days Allowed	150
No. of calendar days Used	161
No. of Added calendar days Requested	11

E—320 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of [redacted] Calendar Days
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 10 - 24, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~working~~ Calendar days from 150 days to 161 days, within which to complete our Contract No. 6796, without the assessment of liquidated damages. The said contract is described as follows: Grading & stone base construction of FAS 728 (S. E. 162nd. Ave.) from S. E. Division St. to East Burnside Rd.

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

From May 13, 1966 to June 26, 1966 inclusive, we were unable to start work due to the Utility Companies working within the right of way.

Respectfully submitted,

WAYBO, INC.
Contractor

By Wayne J Bailey - Pres.

CONSENT OF SURETY

Date October 24, 1966

We, RELIANCE INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of [redacted] calendar days, and hereby agree to remain fully bound as surety in all respects as if the number of [redacted] calendar days remained as stipulated in the original agreement.

RELIANCE INSURANCE COMPANY

By Gladys I. Proux
Gladys I. Proux, Attorney-in-fact

(SEAL)

T M Daly
Resident Agent

FORM E-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 23, 1966

SUBJECT: Extension of Time
SE Division St.-East Burnside Rd. Section
FAS 728 (SE 162nd Avenue)
Contract No. 6796

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a request from Waybo, Inc., contractor on the subject contract, for an increase in the specified calendar days from 150 to 161. The contractor's request is based on delays caused by non-availability of right of way due to utility adjustments.

The contractor was unable to perform contract work for 63 days after the contract was awarded. This was due to the fact that various utility companies were performing necessary adjustments within the right of way. The period of time during which the contractor was prevented from working extends from the date of award, April 25, 1966, to June 27, 1966. As soon as the utility adjustments were completed, the contractor diligently pursued the work and completed the project on October 20, 1966. At this time, 161 calendar days had been charged. This represents $1,100 in liquidated damages.

The utility delay mentioned above justifies an extension of ~~63~~ 63 calendar days. We recommend that the calendar days be increased by 11, which is sufficient to eliminate all liquidated damages.

This is a Federal-aid secondary project and does not require Bureau of Public Roads approval. A rough draft of a letter to the Highway Commission is attached.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB/DES:sg
Attachment

cc: L.H. Young

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NOV 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 28 1966

SU-146(1)
6796

November 28, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 1
December 19, 1966 meeting

Gentlemen:

Waybo, Inc., contractor on the S. E. Division Street-East Burnside Road Section of FAS728 (S. E. 162nd Avenue) in Multnomah County, Contract No. 6796, requests an increase in the specified number of calendar days from 150 to 161. The contractor's request is based on delays in utility adjustment conflicts.

The contract was awarded April 25, 1966. Utility adjustments prevented the contractor from performing any contract work until June 27, 1966. This is 63 calendar days. When the utility adjustments were completed, the contractor immediately started work. The contractor completed the project on October 20, 1966. On this date, 161 calendar days had been charged. This is 11 days beyond the number specified.

We recommend that the number of calendar days be increased to 161. This will eliminate all liquidated damages. This is a Federal-aid secondary project.

This matter will be on the agenda for your consideration at the December 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Avery
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

DES:sg fn

Enc.

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: SE Division St. to E. Burnside Rd.		WEEK ENDING: 10-22-66
		SECTION PREFIX: 526-1060
HIGHWAY: FAS 728 (SE 162nd Ave.)		COUNTY: Multnomah
NAME OF JOB: FAS 728 (SE 162nd Ave)	KIND OF WORK: Grading & Stone Base	
CONTRACTOR: Waybo Inc.	CONTRACT NUMBER: 6796	FEDERAL AID PROJECT NUMBER: SU-546 (1)
DATE OF CONTRACT: 4-25-66	DATE WORK STARTED: 6-27-66	ESTIMATED COMPLETION DATE: 11-1-66
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 161
PROJECT AUTHORIZATION: $ 212,027.57	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 107.33
EXCLUSIVE OF ENGINEERING: $ 212,027.57	ENGINEERING AUTHORIZATION: $ 0	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 190,400.00	ENGINEERING COST TO DATE: $ 0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89.80%
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 10.20 %	PERCENT OF AUTHORIZATION: 0 %	DATE PROJECT WAS COMPLETED: 10-20-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.32	1.32		1.32	
MILES PARTIALLY COMPLETED	0	0		0	
MILES COMPLETED	1.32	1.32		1.32	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	47,000 cu. yd.	59,000 ton		85 ton	
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	42,500 cu. yd.	56,800 ton		69 ton	
AVERAGE DAILY QUANTITIES	0	200 ton		0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	
NUMBER OF SHIFTS PER DAY	0	1		0	
HOURS PER SHIFT	0	8		0	

EQUIPMENT USED DURING THE WEEK:

1 Backhoe 1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	1	8	Not a work day
MONDAY	Fair	1	0	
TUESDAY	Fair	1	0	
WEDNESDAY	Cloudy	1	0	
THURSDAY	Rain	1	0	
FRIDAY		0		Completed
SATURDAY		0		

Routing: Morgan, Parker, Bond, Barbee, Walker, Clenn, Swan, Woodcock, Trout, Scott, Wills, Litchfield, Olson, E

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OCT 1966
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	None
MONDAY	Working Sidewalk Area
TUESDAY	Placing rock in sidewalk area.
WEDNESDAY	Placing rock in sidewalk area
THURSDAY	Setting Mail Box Posts
FRIDAY	None
SATURDAY	None

REMARKS

Completed 10-20-66

SIGNED C B Cummings LOCATION 2115 SE Morrison St. Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

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JUN 21 1966
SP*6470-724

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 16, 1966

JU-546(1)

6796

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Attention: Mr. John Bond

SUBJECT:

S.E. Division-E. Burnside Rd. Sect.
FAS 728 (S.E. 162nd Avenue)
Contract No. 6796
Assignment FBK-771

The subject assignment was regarding a letter from Waybo Incorporated, contractor on this section, protesting charge of workdays during the time involved in moving various utilities on the project. I have discussed this with the Multnomah County engineering department and they have advised the contractor that, under the terms of the contract, the calendar days have to be charged, but that they would be an allowable reason for an extension of contract time if it is necessary for completion. As to the possibility of a claim, I see no way of avoiding this since the contractor has been unable to do any grading due to the activities of the water district and power and telephone companies. These should be progressing very shortly so that he can begin oparations.

The contractor has also been advised of the proper channels of communications in such matters.

L. W. Rulien
Division Engineer

by

C. T. Keasey
Assistant Division Engineer

NOTED
F.B. KLABOE

CTK:fb

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JUN 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JUN 1 1966
CONSTRUCTION
DIVISION

Olson

FORM E-30X—30M—1-65 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1966

To: Mr. L. W. Rulfen
Division Engineer
State Highway Department
P. O. Box 02157
Portland, Oregon 97202

SUBJECT: Contract No. 6796
S. E. Division-E. Burnside Rd.
Multnomah County FAS
(Assignment: FBK-771)

Herewith copy of a letter from Waybo, Inc., contractor for this project, protesting charge of workdays. Field engineering on this project is handled by the Multnomah County Engineer and we have copies of 3 weekly statement of calendar day charges showing full week charges against the contract time since May 13, 1966. These all bear a statement "contractor unable to start work because utilities still in his way". We have no weekly Resident Engineer reports yet on this job and no information on whether utility work is under way.

We believe it is correct to charge days, as the utility interference is not a specified reason for not doing so. However, it would be an allowable reason for an extension of the contract time as a cause "beyond the control of the contractor", or a "failure of the State, its representatives . . . to act promptly in carrying out obligations and duties." Since there is no saving special provision alerting the contractor to such a delay, we may also be getting into a vulnerable position for a claim under Section 8-11, Right of Way Delays, if the utility delay does, in fact, amount to a complete exclusion of the contractor from the project. Please check into this.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm

cc: F. B Klaboe
Victor D. Wolfe

RECEIVED
JUN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Wayne J. Easley
AT 4-4276

WAYBO INC.

GENERAL CONTRACTORS • EQUIPMENT RENTALS
Excavating • Grading • Road Building
~~6965 S.W. State Hwy. No. 217~~
~~Beaverton, Oregon~~
7800 N. E. Killingsworth
Portland, Oregon

Robert J. Kauffman
MI 4-5868

REFERRED TO
Labor

3549
MAY 31 66

May 27, 1966

REFERRED TO
admin
BY SECRETARY

Oregon State Highway Commission
Salem, Oregon 97218

Re: 162nd time count

Dear Sirs:

We have just received our first statements of calendar day charges on contract #6796.

As stated in the comments by the resident engineer, we are not able to proceed with this project as yet, due to utilities within the right way.

If formal protest is required in order to have the days counted from May 13 through May 21 removed from the days charged, please consider this letter such a protest.

WAYBO INC.

Wayne J. Easley
Wayne J. Easley
President

cc: Mult. Co. Road Dept.
WJE:as

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Litchfield
Olson
RECEIVED
JUN 2 1966
CONSTRUCTION
DIVISION
MAY 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER
RECEIVED
MAY 31 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 15 1966
FOR FILING

FORM E-30X—60M—1-66 SP°19102-734
SU : 46 (1)
6796

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1966

To: Mr. L. W. Rulfen
Division Engineer
State Highway Department
P. O. Box 02157
Portland, Oregon 97202

SUBJECT: Contract No. 6796
S. E. Division-E. Burnside Rd.
Multnomah County FAS
(Assignment: FBK-771)

Herewith copy of a letter from Waybo, Inc., contractor for this project, protesting charge of workdays. Field engineering on this project is handled by the Multnomah County Engineer and we have copies of 3 weekly statement of calendar day charges showing full week charges against the contract time since May 13, 1966. These all bear a statement "contractor unable to start work because utilities still in his way". We have no weekly Resident Engineer reports yet on this job and no information on whether utility work is under way.

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F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:bjm

cc: F. B Klaboe
Victor D. Wolfe

NOTED
F. B. KLABOE

Wayne J. Easley
AT 4-4276

WAYBO INC.

GENERAL CONTRACTORS • EQUIPMENT RENTALS

Excavating • Grading • Road Building

~~6965 S.W. State Hwy. No. 217~~
~~Beaverton, Oregon~~

7800 N. E. Killingsworth
Portland, Oregon

Robert J. Kauffman
MI 4-5868

Klabar

May 27, 1966

REFERRED TO
Admin
BY SECRETARY

Oregon State Highway Commission
Salem, Oregon, 97218
Re:162nd Time Coumt

Dear Sirs:

We have just received our first statements of calendar day charges on contract #6796.

As stated in the comments by the resident engineer, we are not able to proceed with this project as yet, due to utilities within the right of way.

If formal protest is required in order to have the days counted from May 13 through May 21 removed from the days charged, please consider this letter such a protest.

Waybo, Inc.

Wayne J. Easley, Pres

CC: Mult. Co. Road Dept.
WJE:as

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JUN 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 2 1966
OREGON
STATE HIGHWAY COMMISSION

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 9-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
5-105	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Oregon
PROJECT REPORT NO.	1-19-66	COUNTY: Multnomah
9 679-2		PROJECT NO.: SU-546(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.E. Division St.-East Burnside Road Section, FAS 728.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-17-66	1.084
OTHER (Specify)		

FUNDS

Fro Rata 63.5%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 287,515	$ 182,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer MAY 19 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 13288-P64

Oregon State Highway Department

Federal-Aid
Project No. S0-546(1)

S.E. Division St.-East Burnside Road Section

of FAS 729 (S.E. 162nd Ave.) in Multnomah County

Project Agreement Estimate

Salem, Oregon, May 3, 1966

Type Code 6201
Grading, Stone Base and Pave (Sta. 0+45 to Sta. 46+19)(Sta. 54+98 to Sta. 66+50)
Roadway: Grading and Stone Base (Contract No. 6796)

Removal of Curbs	800 lin.ft.	$ 0.50	$ 400.00
Removal of Walks and Driveways	700 sq.yd.	0.50	350.00
Removal of Catch Basins	2 only	20.00	40.00
General Excavation, Unclassified	46,300 cu.yd.	0.84	38,892.00
Finishing Roadbed and Slopes	1.14 mile	2,500.00	2,850.00
Trench Excavation, Unclassified	28 cu.yd.	2.00	56.00
Watering	930 M-gal.	2.50	2,325.00
Stone Base	48,700 ton	1.92	93,504.00
3/4"-0 Material in Base	6,130 ton	2.10	12,873.00
3/4"-0 Material in Footpath	1,140 ton	4.00	4,560.00
3/8"-0 Material in Footpath	330 ton	5.00	1,650.00
½"-¼" Aggregate in Prime Coat	495 cu.yd.	5.00	2,475.00
RC-800 Asphalt in Prime Coat	79 ton	47.50	3,752.50
Concrete Steps	55 lin.ft.	3.00	165.00
8-inch Plain Concrete Storm Sewer Pipe	270 lin.ft.	2.35	634.50
Concrete Inlets, Type "CB"	28 only	85.00	2,380.00
Concrete Sumps	28 only	245.00	6,860.00
Adjusting Inlets	2 only	40.00	80.00
Concrete Curbs	370 cu.yd.	30.50	11,285.00
Concrete Driveways	1,272 sq.yd.	3.78	4,808.16
Walks & 4-inch Concrete Surfacing	340 sq.yd.	2.79	948.60
			$ 190,888.76
Flagging (57½% of Contractors' Cost)	All Required		$ 2,400.00
		Total Grading	$ 193,288.76

Roadway: Paving (Contract 6797)

Class "B" Asphalt Concrete	11,367 ton	$ 5.84	$ 66,383.28
Class "C" Asphalt Concrete	23 ton	8.00	184.00
RS-1 Asphalt in Tack Coat	6 ton	60.00	360.00
3/4"-0 Material in Shoulders	92 ton	2.30	211.60
Install Standard Monument Boxes	5 only	10.00	50.00
			$ 67,188.88

Flagging (57½ of Contractors' Cost)	All Required		$ 300.00
		Total Paving	$ 68,103.88
		Subtotal	$ 261,377.64
		10% Engr. & Cont.	26,137.36
		Total	$ 287,515.00

Length of Roadway - - - - - - -1.084 miles
Cost of Roadway Per Mile- - -$ 265,235.23

Federal Funds	$ 182,600.00
State Funds	52,457.00
County Funds	52,458.00
Total	$ 287,515.00

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
State Funds for Maint.: Chapter 529, Laws 1939.

S.E. Division St.-East Burnside Road Section

State Work

SU-546(1)

Grading and Stone Base

General Excavation, Unclassified	700 cu.yd.	$ 0.84	$ 588.00
Finishing Roadbed and Slopes	0.18 mile	2,500.00	450.00
Trench Excavation, Unclassified	2 cu.yd.	2.00	4.00
Watering	70 M-gal.	2.50	175.00
Stone Base	2,300 ton	1.92	4,416.00
3/4"-0 Material in Base	270 ton	2.10	567.00
3/4"-0 Material in Footpath	100 ton	4.00	400.00
3/8"-0 Material in Footpath	30 ton	5.00	150.00
½"-¼" Aggregate in Prime Coat	35 cu.yd.	5.00	175.00
MC-800 Asphalt in Prime Coat	6 ton	47.50	285.00
8-inch Plain Concrete Storm Sewer Pipe	20 lin.ft.	2.35	47.00
Concrete Inlets, Type"CB"	2 only	85.00	170.00
Concrete Sumps	2 only	245.00	490.00
Concrete Curbs	30 cu.yd.	30.50	915.00
Concrete Driveways	48 sq.yd.	3.78	181.44
Mail Box Posts	330 lin.ft.	1.50	495.00
			$ 9,508.44
Flagging (57½ of Contractors' Cost)	All Required		$ 100.00
			$ 9,608.44

Paving

Class "B" Asphalt Concrete	1,143 ton	$ 5.84	$ 6,675.12
Class "C" Asphalt Concrete	32 ton	8.00	256.00
RS-1 Asphalt in Tack Coat	1 ton	60.00	60.00
3/4"-0 Material in Shoulders	178 ton	2.30	409.40
			$ 7,400.52
Flagging (57½ of Contractors' Cost)			$ 100.00
		Total	$ 7,500.52

RECEIVED
JUN 27 1966
FOR FILING

SU-546(1)

6796

April 25, 1966

Bid March 10

Hoybo, Inc.
7600 N. E. Killingsworth
Portland, Oregon 97218

AGENDA
JUN 2 1966
3P

Gentlemen:

The State Highway Commission on March 23, 1966, accepted your proposal for grading and stone base on the S. E. Division Street-East Burnside Road Section of FAS 726 (S. E. 162nd Avenue) in Portland, Multnomah County for the sum of $100,397.20 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6796.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

RECEIVED
APR 19 1966
FOR FILING

SU-546(1)

MEMO TO FILE

DATE: April 18, 1966

FROM: L. H. Young
Office Engineer

RE: N. E. & S. E. 162nd Ave.
FAP No. SU-546(1)

To date of April 14, 1966, we have received from P. C. Northrop, County Engineer of Multnomah County, a letter stating that they wish to award the two contracts on the subject-named section of County Secondary Highway.

They have made arrangements with the contractors to conduct the work in such a manner as to accommodate the Rockwood Water District line changes. It is anticipated that these changes will run into the 1967 construction season and the contractors have indicated they are willing to accept the contract on this basis with corresponding time allowed for completion of the work without liquidated damages.

Multnomah County does all construction engineering at its own expense, therefore, the lengthening of the life of the contract will not cause additional expense to either the State or the Federal Government. It has been determined to be in the public interest to award on the basis of the favorable bids received on March 10, 1966 with such suitable modification made in the contract time to accommodate the utility situation. In view of the foregoing, award of the contract is being made to the low bidders.

L. H. Young
Office Engineer

cc: F. Query
BPR
P. C. Northrop
F. B. Klaboe
H. S. Cox
F. D. Morgan
R. N. Chase

LHY:ls

4-19 Jim Hardie says will get ready to award as it will not be from [illegible]

COMMISSIONERS
MEL GORDON
DAVID ECCLES
M. JAMES GLEASON

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
227-8411

April 14, 1966

RECEIVED
APR 18 1966
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox, Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. Vern Jones
Planning Engineer

Re: N.E. & S.E. 162nd Avenue -FAS 728
FAP No. SV-546(1)

Dear Sir:

Under date of March 15, 1966, we wrote in regard to letting the contract on N.E. and S.E. 162nd Avenue, FAS 728 and stated our concern about the Water District's ability to lower their water pipes so that we could proceed with this project. We have since met with the Rockwood Water District and they have indicated they will be able to take care of their services from S.E. Division Street to S.E. Alder Street, with a possibility of being able to lower their services for the entire length of the project.

Under the circumstances, we would like to recommend this contract be let with the condition that the construction might be limited to S.E. Alder Street, the remainder of the work to be completed next year. Enclosed are letters from the low bidders for both the grading and paving, Oregon Asphaltic Paving Company and Waybo Inc., stating they are agreeable to the possible holdover of the section from S.E. Stark Street to Burnside Road to the 1967 construction season.

As we have completed the clearing along the road and have disturbed conditions in general, we are extremely anxious to proceed with this project. Your earliest consideration in this matter will be appreciated.

Very truly yours,

P. C. NORTHROP
County Engineer

PCN:ebs
Enc: Ltr OAP and Waybo, Inc.
cc: Chris Klaboe
Young

RECEIVED
APR 12 1966
Wayne J. Easley
FOR FILING

Su- 11-(1)
6-1-16

WAYBO INC.

GENERAL CONTRACTORS • EQUIPMENT RENTALS

Excavating • Grading • Road Building

~~6965 S.W. Scholls Highway No. 217~~
~~Burnsville, Oregon~~

7800 N.E. Killingsworth
Portland, Oregon, 97218

Robert J. Kauffman
MI 4-5868

April 8, 1966

NOTED
F. B. KLABOE

Mr. L.H.Young
State Highway Dept.
Salem, Oregon

Dear Mr. Young:

In answer to your phone call on April 7, 1966, we will agree to a thirty day extension in relation to the award of the 162nd Ave. job from Burnside to Division St., Portland, Oregon, and will hold the State of Oregon free of any liability as a result of this thirty day extension.

Very truly yours,

Waybo, Inc.

Wayne Easley
Wayne J. Easley, President

Klabo ✓
Query
Col
Mayon

RECEIVED
APR 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR [illegible] 1966
OFFICE ENGINEERING
[illegible]DIVISION

Hardin

RECEIVED
APR 8 - 1966
FOR filing
SU-546 (1)
4 6776

MEMO TO FILE

FROM: L. H. Young
Office Engineer

DATE: April 7, 1966

RE: S. E. Division to E. Burnside
Project, 162nd Ave., Mult. County

On March 10, bids were received for grading project on the subject-named project covering the same limits. Because of Multnomah County's inability to deliver the right of way to the contractors, unencumbered, (water line hassle) award of the contract has not been possible within the 30-day limit prescribed in the proposal.

This date I called the Kaybo Co., Inc. and discussed with Mrs. Domke an extension of time in which to award the contract. She said that they would send us a letter granting an extension of 15 to 30 days with no liability on the State's part except for an extension of time to complete the work corresponding to the extension granted us in which to award the contract.

I similarly called the Oregon Asphaltic Paving Company and discussed an extension of time to award the contract with Mr. W. C. Fry. He also said they would send us a letter to the same effect as above.

L. H. Young
Office Engineer

LY:ls

cc: F. B. Klaboe
F. Query
H. S. Cox
V. Gallagher

RECEIVED
APR 8 - 1966
FOR FILING

Form CD-121 (11-63) (Prev. Ed. A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

SU-546(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 4, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects SU-545(1) and SU-546(1)
SE. Foster Road and SE. 162nd Avenue
Secondary Road Plan Evaluation

Mr. Young's February 17, 1966 letter requested approval of several exceptions to your minimum design standards which resulted from our field evaluation of the design phase on the subject projects.

Actually there was a misunderstanding involved. Our July 7, 1965 memorandum approved inclusion of the projects in the program based on AASHO standards in accordance with the conditional approval of your Plan by our Administrator dated March 11, 1964. Though our March 23, 1966 memorandum has superseded this conditional approval, the particular projects should be carried forward based on AASHO standards.

Under AASHO standards the traffic lanes could be 11 feet, the parking lanes could be 10 feet, and the median width 14 feet or a total roadway width of 78 feet rather than 76 feet. A 40 mph design speed also would be most appropriate for these projects. Consequently, in effect, the only substandard feature appears to be the 12-foot median. We are approving this exception to the AASHO design standards based on the justification you have furnished.

4-8-66
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
APR 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 21 1966
FOR FILING

COMMISSIONERS
MEL GORDON
DAVID ECCLES
M. JAMES GLEASON

54 24 (1)

6796

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES

2115 S.E. MORRISON
PORTLAND 14, OREGON
CA 7-8441

March 15, 1966

NOTED
R. L PORTER

Mr. H.S. Cox, Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. Vern Jones, Planning Engineer

RE: N.E.&S.E. 162nd Avenue -FAS #728

Dear Sir:

Confirming our telephone conversation of this date, due to the Water District's apparent inability to move the water lines on N.E. and S.E. 162nd Avenue from Division to Burnside Streets, it is our opinion that this contract should not be awarded, at least, not at the present time.

Recently, in the case of Multnomah County v. Parkrose Water District the Court handed down a decision which makes it mandatory that the Districts pay the entire costs in taking care of their facilities and the District Attorney has given instructions to cease paying for this work. A copy of the District Attorney's letter is attached. In the past, we have been reimbursing the Districts for approximately fifty percent of this cost.

As a result of this case, and the fact the Water Districts do not have this work in its entirety budgeted, it is problemmatical whether or not the Districts are financially able to take care of the work. The Board of Directors of the Water District are meeting again on April 11, 1966, at which time a final decision will be made.

It is our request that this project not be awarded at this time and, if possible, it be postponed until after the meeting of April 11th when we can determine what course to pursue.

Very truly yours,

P. C. NORTHROP
County Engineer

Copies ✓
Klaboe
Young
L. Lee Field

RECEIVED
MAR 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1966
ENGINEER
COUNTY & CITY DIVISION

PCN:ebs
Enc: Copy of Letter

GEORGE VAN HOOMISSEN
DISTRICT ATTORNEY FOR MULTNOMAH COUNTY
ROADMASTER'S OFFICE 600 COUNTY COURT HOUSE
PORTLAND, OREGON 97204
TELEPHONE 227-3411

RECEIVED
MAR 2 12 35 PM '66
MULTNOMAH COUNTY
OREGON

March 1, 1966

CHIEF CIVIL DEPUTY
WILLIS A. WEST

CHIEF CRIMINAL DEPUTY
DESMOND D. CONNALL

CHIEF DOMESTIC RELATIONS DEPUTY
HAROLD J. BLANK

SENIOR DEPUTIES
TOM P. PRICE
CHARLES S. EVANS
GEORGE M. JOSEPH

DEPUTIES
VINCENT G. IERULLI
HAROLD C. HART
LEWIS B. HAMPTON
JACOB B. TANZER
GARR M. KING
RICHARD J. KNAPP
CHARLES J. MERTEN
THOMAS D. O'DELL
A. RICHARD GRANT
RICHARD A. SLY
IRVING M. STEINBOCK
RICHARD D. ROBERTS
RICHARD L. BARTON
BARRY P. CAPLAN
ROBERT C. LUCAS

INVESTIGATORS
NORMAN D. BROWN
RALPH S. KENNEDY
CHARLES M. KOKES
COE MANNELL
WILLIAM H. PRUNK

Board of County Commissioners
Multnomah County Court House
Portland, Oregon

FILE: DIST. ATTY. OPINIONS
X Water Districts

Gentlemen:

Please be advised that in the case of Multnomah County V. Parkrose Water District, Judge Marlow Lenon has held that the Parkrose Water District cannot place its water mains and service facilities in County roads and dedicated streets without securing prior permission from Multnomah County. This is a successful termination of the litigation with the Parkrose Water District over the question as to whether permits must be secured by the District. It is possible this case may be appealed to the Supreme Court. However, I am confident that Judge Lenon's decision will be affirmed.

An incidental issue that was considered by the Court and counsel for both parties in this case was whether the water district would necessarily have to bear its own costs of relocating the water mains when such relocation was required by the County. From his decision it is quite evident that this cost must be borne by the water district and not by the County. This viewpoint is supported by the case of Rowell Valley Road Water District V. Multnomah County, which was tried in the local circuit court before Judge Schwab and a finding was made that the County was without authority to pay the costs of relocating the water mains and service facilities.

In accordance with the foregoing it is my advice to the Board that Multnomah County expend no County funds hereafter toward the costs of relocating water mains and water facilities of water districts in County roads and dedicated streets.

This will affect throughout agreements.

Yours very truly,

GEORGE VAN HOOMISSEN
District Attorney

By _____
Willis A. West
Chief Deputy of
Civil Department

WAW:ic

cc: Mr. Paul C. Northrop,
Multnomah County Roadmaster

cc Permits 3-9-66

NOTE

ROUTING
X Northrop
Kuhnhoski
Hereafter
Grace
F.
Clothier
Hall
Merrill
R of Way
Wheatley
Bosky Pubbe
Hemdal
Dyben, J.
Laney
Shaw
Spencer
Computing Rm.

RECEIVED
MAR 3 1966
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAR 8 - 1966
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 2980

SU-246 (1)
76796

March 4, 1966

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Finance Construction Agreement covering the S. E. Division Street- East Burnside Road section of FAS 728 in Multnomah County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.
cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
FEB 18 1966
FOR FILING
SU-546(1)
4716

February 17, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., NE
Salem, Oregon

Project SU-545(1) # 6830
102nd Ave.-125th Ave. Section
Project SU-546(1)
E. Burnside-S.E. Division Section

ATTENTION: Mr. H. A. Schell

Dear Sir:

Mr. Schell and Mr. Bryant held meetings on January 27 and 31 with Mr. Kassey of the Highway Department, Mr. Brown and Mr. Whitfield of Multnomah County for investigation into the design-phase of Project SU-545(1), 102nd Ave.-125th Ave. Section. The following items were found to be substandard:

Item 1. The designated 8 foot parking or shoulder lanes instead of 10 foot minimum.

Item 2. The vertical curve at Station 43+50 which has a stopping sight distance of 294 feet for a maximum speed of 43 MPH instead of Required 350 foot minimum.

Item 3. A grade of 5.16% which is slightly in excess of the 5% maximum.

We are forwarding a copy of Mr. Whitfield's letter of Feb. 4, 1966, in justification of these substandard features. Based on this justification we request a waiver of the minimum standards and your approval of the substandard items as set forth above for Project SU-545(1).

We are also submitting a copy of a letter from Mr. Hill of Multnomah County dated February 10, 1966 in justification for the sub-standard 8 foot parking or shoulder lanes on Project SU-546(1), E. Burnside-S.E. Division Section. Based on this information we request a waiver of the minimum standards of 10 foot shoulder area and your approval of the 8 foot parking or shoulder area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RWC:ed
cc: F. D. Morgan
H. S. Cox
R. W. Chase

COMMISSIONERS
M. L. GORDON
DAVID SCULL
M. JAMES GLEASON

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES

2115 S.E. MORRISON
PORTLAND, OREGON 97214
227-6411

February 10, 1966

Mr. C. T. Keasey, Ass't Division Engr.,
Oregon State Highway Department
P.O. Box 02157
Portland, Oregon 97202

RE: Division St. - Burnside Road Sect.
S. E. 162nd. Avenue F A S 728

Dear Mr. Keasey:

The preliminary plans and specifications for the above named project were submitted to your office and the City-County Relations Office in Salem on February 7, 1966. The proposed roadway does not comply with F. A. S. Standards in that the parking and/or shoulder lane is eight feet in width instead of ten feet as specified. We request that this variance be allowed for the following reasons.

1. An existing portion of this road, approximately 900' in length between termini of this project was constructed in 1963 to the typical section as shown. The roadway as proposed would conform to this section.
2. Additional right of way for the improvement of this road has been obtained over a period of years by purchase in fee simple and dedication by owners of abutting property. All negotiations were premised on a right of way width of 90 feet. The expense of obtaining additional right of way at this time would be prohibitive.
3. Multnomah County has approximately 15 miles of roadway constructed to this typical section and at no time has experienced difficulty resulting from the eight foot lane.

Yours very truly,

P. C. NORTHROP, Roadmaster
Spencer H. Hill.
SPENCER H. HILL
Ass't Construction Engineer

SH. jj

FORM E-20 50M 8-65 SP°C470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
February 14, 1966

To:

Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT:

Division Street-Burnside Road Section
S.E. 162nd Ave., FAS 728
Multnomah County, FAS-C Project

The preliminary plans and specifications for the subject project have been delivered to the City--County Engineer's Office by Multnomah County and in reviewing the plans, a copy of which was left here, we find that they have specified 8-foot shoulders instead of the 10-foot as specified for Class A4 highway. I have asked Multnomah County resident engineer Spencer Hill to submit a justification for this deviation from standards, and a copy of his letter is attached. I recommend that in this instance the deviation from standards be permitted.

L. W. Rulien
Division Engineer

by

C. T. Keasey
Assistant Division Engineer

CTK:fb
Enc.

To City County
who will forward
to Office Eng for submission
to BPR with request for approval
Jim
2-16-66

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 2 Pages

Section S.E. 162ND AVE. (FROM S.E. DIVISION - E. BURNSIDE) Highway F.A.S. 726 County MULTNOMAH

Res. Engr. _____ Approx. Length 1.22 Miles. Sta. _____ to Sta. _____

Prefix _____ Date _____

Truck A.D.T. 208 Traffic Coefficient 8.8 18 kip s.a. per day 145.9.

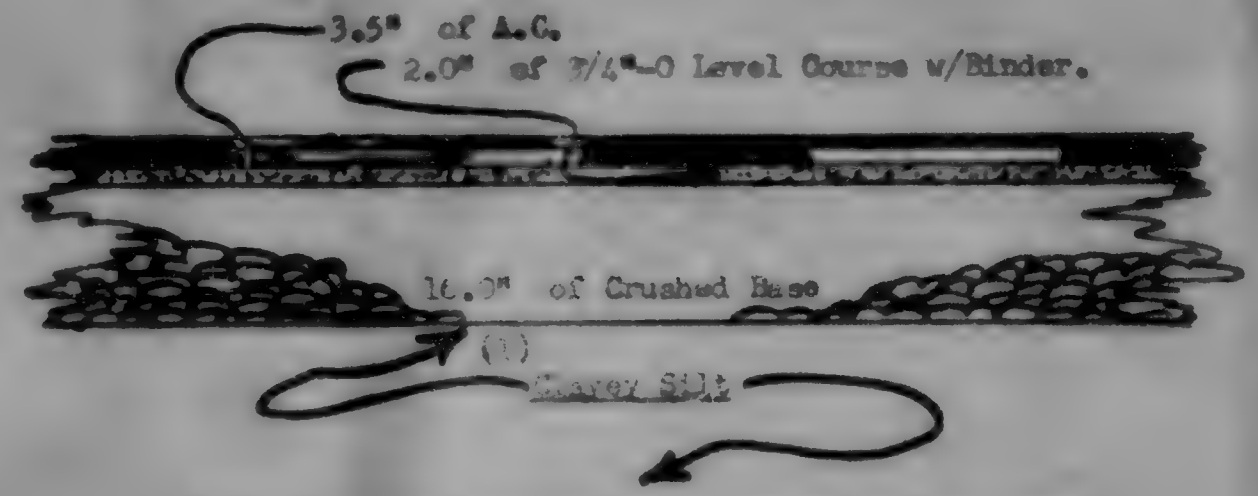
Annual Precipitation 40"± Frost Penetration - - - - -.

	CBR Total Req.	Credit	Actual Thick.	
		7.0	3.5	A.C.
		2.0	2.0	Level
		16.0	16.0	Cr. Ba
	25.0	25.0	21.5	

(1)
Typical Soil
28 LL
2 PI
8[illegible] %P 10
7[illegible] %P200
1[illegible] %Gravel
[illegible] %C Sand
[illegible] %F Sand
[illegible] %Silt
[illegible] %Clay
2[illegible] "R" Value
(Odessa Silt)

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.



Values assigned various components of the pavement structure:

1.0" of Asphaltic Concrete	=	2.0" Crushed Base
1.0" of Oil Mat	=	1.1" Crushed Base
1.0" of Stone Subbase (Meets Standard Specifications plus 8% maximum P#200 sieve "R" Value = 70 minimum)	=	0.8" Crushed Base

RECEIVED
JAN 27 1966
FOR FILING

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

Submitted by [signature] Staff Assistant Recommended by [signature] Asst. Engineer of Materials

Recommended by [signature] Asst. Construction Engineer Approved by [signature] Asst. State Highway Engineer

SECTION: S.E. 162ND AVE. (BETWEEN S.E. DIVISION & E. BURNSIDE)

HIGHWAY: F.A.S. 728

COUNTY: MULTNOMAH

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year: _____

A. Present ADT 5000 (Total)

B. Future ADT 10000 (Total)

C. Mean ADT 7500 (A+B)

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) F 2.5 x (C) 7500 = 208

H. % Trucks in Design Lane 100%

I. Trucks in Design Lane (G) 208 x (F) 100% = 208

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.664

= 8.8

SECTION: S.E. 162ND AVE. (BETWEEN S.E. DIVISION & E. BURNSIDE)

HIGHWAY: F.A.S. 726

COUNTY: MULTNOMAH

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See Remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See Remarks
10. Stimulation of Competition: See Remarks
11. Construction Consideration: See Remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers A.C.
13. Traffic Safety: See Remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See Item 12

[illegible] STATES GOVERNMENT

[illegible]

U.S. DEPARTMENT OF COMMERCE
[illegible]
[illegible]

[illegible] SU:EW (1) [illegible]

DATE: July 1, 2003

In reply refer to: HA-OR.3-EC

[illegible]

FROM: [illegible]

SUBJECT: Oregon Statewide Secondary Highways

[illegible] July 2, 2003 letter [illegible] Statewide Urban Area Study by construction plans preparation and [illegible] the subject projects. These projects are identified as follows:

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	US-395(1)	[illegible]	City Limits
[illegible]	US-395(2)	[illegible]	City Limits

[illegible] authorized to proceed with [illegible] as outlined in the [illegible] to comply with the physical construction provisions [illegible] the above projects in accordance with [illegible] of your approved Local Public Agency Guidelines [illegible]. If you subsequently find that exceptions to the procedures [illegible] or that [illegible] proposed design standards for these projects will [illegible] design standards established by the City [illegible] be notified of such proposed changes and reasons therefor.

In the Portland-Vancouver Metropolitan Transportation Study [illegible] the transportation system [illegible] be reduced by [illegible], these projects will [illegible] in all the cases [illegible] compliance with this paragraph is [illegible] as follows:

a) Right-of-way was acquired by the City [illegible] participation (or [illegible] by the Bureau to you).

b) This office has approved the location [illegible] of Special Approval.

c) This office has approved the design through the Secondary Road Plan and the [illegible] designated in the [illegible] Standards.

d) [illegible] of the [illegible] by the [illegible] County as [illegible] by the Federal [illegible] Act of [illegible].

[illegible]

[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL PLAN

7-12-03

[illegible]

[illegible]

b) [illegible]

The approval conditions on application No. 6150 which [illegible] at a total estimated cost of Shs. [illegible] are [illegible]

39-545(1) SE Division ...-. urnside 1966
Rd. Sec., FAS 728 (...162nd Ave)
#6797 in Portland (Paving)

RECEIVED
AUG 10 1967
FOR FILING

SU-546(1)

6797

August 9, 1967

General Insurance Company of America
Portland Service Office
209 S.W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 6797 awarded to Oregon Asphaltic Paving Company for paving S.E. Division Street-East Burnside Road on FAS 728 in Multnomah County was completed on June 15, 1967, and accepted by the Highway Commission on August 7, 1967.

Final payment in the amount of $3,919.42 will be released to the contractor after August 16, 1967. The total contract amount is $66,874.96 including $189.95 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Oregon Asphaltic Paving Company
1220 S.E. 190th Avenue
Portland, Oregon 97233

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
AUG 8 1967
FOR FILING

SU-546(1)
6797

August 7, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 15, 1967, on Contract No. 6797. The contract was with Oregon Asphaltic Paving Company and was for paving on the S. E. Division Street-East Burnside Road Section of FAS 726 in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 7, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B, Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
A. E. Johnson
L. W. Rulien

SRB:cp

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.E. Division Street to E. Burnside Road		WEEK ENDING: 6-17-67
		SECTION PREFIX: 526-1061
HIGHWAY: FAS 728 (S.E. 162nd Ave.)		COUNTY: Multnomah
NAME OF JOB: FAS 728 (S.E. 162nd Ave.)	KIND OF WORK: Paving	
CONTRACTOR: Oregon Asphaltic Paving Company	CONTRACT NUMBER: 6797	FEDERAL AID PROJECT NUMBER: SU-546 (1)
DATE OF CONTRACT: 4-25-66	DATE WORK STARTED: 9-22-67	ESTIMATED COMPLETION DATE: 6-15-67
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 5 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 440	CALENDAR DAYS USED 399
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 90.68%
PROJECT AUTHORIZATION: $ 78,990.92		
EXCLUSIVE OF ENGINEERING: $ 78,990.92	ENGINEERING AUTHORIZATION $ 0	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 67,040.86	ENGINEERING COST TO DATE $ 0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 84.87%
ESTIMATED PERCENT ~~XXXXX~~ UNDERRUN: 15.13 %	PERCENT OF AUTHORIZATION 0 %	DATE PROJECT WAS COMPLETED: 6-15-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
				100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1.32
MILES PARTIALLY COMPLETED					0.0
MILES COMPLETED					1.32
TOTAL ESTIMATED QUANTITIES (CONTRACT)					12,572 Ton
TOTAL QUANTITIES CORRECTED TO DATE					11,222 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					11,222 Ton
AVERAGE DAILY QUANTITIES					~~14~~ Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:

1 Roller, 1 Truck, 1 Grader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	1	8	Not a workday
MONDAY	Fair	1	8	Working elsewhere
TUESDAY	Fair	1	8	" "
WEDNESDAY	Fair	1	8	" "
THURSDAY	Fair	1	0	Project completed today.
FRIDAY				
SATURDAY				

RECEIVED
CONSTRUCTION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	None
MONDAY	None
TUESDAY	None
WEDNESDAY	None
THURSDAY	Paved intersections & placed shoulder material.
FRIDAY	None
SATURDAY	None

REMARKS

COMPLETED 6-15-67

SIGNED C B Cummings LOCATION 2115 SE Morriso

C. B. Cummings

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUN 27 1966
FOR FILING

AU-546(1)
6797

April 25, 1966

Oregon Asphaltic Paving Co.
1280 S. E. 190th Avenue
Portland, Oregon 97233

Gentlemen:

The State Highway Commission on March 23, 1966, accepted your proposal for paving on the S. E. Division Street-Mt Hood Freeway Road Section of FAS 718 (S. E. 162nd Avenue) in Portland, Multnomah County for the sum of $74,589.40 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6797.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (BIAC)

RECEIVED
APR 19 1966
FOR FILING
SU-546(1)
6797

MEMO TO FILE

DATE: April 18, 1966

FROM: L. H. Young
Office Engineer

RE: N. E. & S. E. 162nd Ave.
FAP No. SU-546(1)

To date of April 14, 1966, we have received from P. C. Northrop, County Engineer of Multnomah County, a letter stating that they wish to award the two contracts on the subject-named section of County Secondary Highway.

They have made arrangements with the contractors to conduct the work in such a manner as to accommodate the Rockwood Water District line changes. It is anticipated that these changes will run into the 1967 construction season and the contractors have indicated they are willing to accept the contract on this basis with corresponding time allowed for completion of the work without liquidated damages.

Multnomah County does all construction engineering at its own expense, therefore, the lengthening of the life of the contract will not cause additional expense to either the State or the Federal Government. It has been determined to be in the public interest to award on the basis of the favorable bids received on March 10, 1966 with such suitable modification made in the contract time to accommodate the utility situation. In view of the foregoing, award of the contract is being made to the low bidders.

L. H. Young
Office Engineer

cc: F. Query
BPR
P. C. Northrop
F. B. Klaboe
H. S. Cox
F. D. Morgan
R. N. Chase

LHY:ls

COMMISSIONERS
MEL GORDON
DAVID ECCLES
M. JAMES GLEASON

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
227-8411

April 14, 1966

RECEIVED
APR 18 1966
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox, Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. Vern Jones
Planning Engineer

Re: N.E. & S.E. 162nd Avenue -FAS 728
FAP No. SV-546(1)

Dear Sir:

Under date of March 15, 1966, we wrote in regard to letting the contract on N.E. and S.E. 162nd Avenue, FAS 728 and stated our concern about the Water District's ability to lower their water pipes so that we could proceed with this project. We have since met with the Rockwood Water District and they have indicated they will be able to take care of their services from S.E. Division Street to S.E. Alder Street, with a possibility of being able to lower their services for the entire length of the project.

Under the circumstances, we would like to recommend this contract be let with the condition that the construction might be limited to S.E. Alder Street, the remainder of the work to be completed next year. Enclosed are letters from the low bidders for both the grading and paving, Oregon Asphaltic Paving Company and Waybo Inc., stating they are agreeable to the possible holdover of the section from S.E. Stark Street to Burnside Road to the 1967 construction season.

As we have completed the clearing along the road and have disturbed conditions in general, we are extremely anxious to proceed with this project. Your earliest consideration in this matter will be appreciated.

Very truly yours,

P. C. NORTHROP
County Engineer

PCN:ebs
Enc: Ltr OAP and Waybo, Inc.
copies Klaboe
Young

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 4, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects SU-545(1) and SU-546(1)
SE. Foster Road and SE. 162nd Avenue
Secondary Road Plan Evaluation

Mr. Young's February 17, 1966 letter requested approval of several exceptions to your minimum design standards which resulted from our field evaluation of the design phase on the subject projects.

Actually there was a misunderstanding involved. Our July 7, 1965 memorandum approved inclusion of the projects in the program based on AASHO standards in accordance with the conditional approval of your Plan by our Administrator dated March 11, 1964. Though our March 23, 1966 memorandum has superseded this conditional approval, the particular projects should be carried forward based on AASHO standards.

Under AASHO standards the traffic lanes could be 11 feet, the parking lanes could be 10 feet, and the median width 14 feet or a total roadway width of 78 feet rather than 76 feet. A 40 mph design speed also would be most appropriate for these projects. Consequently, in effect, the only substandard feature appears to be the 12-foot median. We are approving this exception to the AASHO design standards based on the justification you have furnished.

4-8-66
REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
APR 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C4H 2997

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date January 11, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1966

Contract # 6798 Prefix 303-1714 Survey Prefix 303-1424

Street Second Avenue

City Estacada

Payments to Contractor (See attached voucher).....	$ 13,199.91
Engineering and Contingencies.....	2,143.62
Survey. (Total = $1,250.99). City's pro rata share.....	----
TOTAL.....	$ 15,343.53
Agreed State Share	15,343.53
Agreed City Share	$ ----
City Advance Deposit	$ ----

Reference: Outside Billing None

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: CLACKAMAS

CONTRACT NO.: 6798

ESTIMATE NO.: 3F

HIGHWAY: CITY ST

FEDERAL AID PROJECT NO.:

SECTION: ESTACADA /NE 2ND AVE/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DAT
001	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	.8500	1,297.
002	TRENCH EXCAVATION		CU YDS	2.0000	117.
003	WATERING		M-GALS	4.0000	28.
004	STONE BASE		CU YDS	3.8000	1,370.
005	3/4IN-0 MATERIAL IN BASE		CU YDS	3.6000	190.
006	CLASS B ASPHALT	CONCRETE	TONS	8.5000	368.
007	8-INCH STORM SEWER PIPE		LIN FT	2.5000	33.
008	12-INCH STORM SEWER PIPE		LIN FT	3.8000	563.
009	CONCRETE INLETS TYPE G-1		ONLY	100.0000	5.

DATE: 08/15/66 6798

PREVIOUS VOUCHER NO.: 1360

CHECKED BY: AW/mc

ENGINEER OR AUDITOR: L. A. Johnston

TOTAL CONTRACT ITEM

% RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMENT

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.	
	6798	3 Final	303-1714-201 (41)	48.34 Dr.
	FEDERAL AID PROJECT NO.		303-1714-204 (41)	655.38 ~~Dr.~~ Cr.
AVE/				

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
YDS	.8500	1,297.600	1,102.96	1,020.00	82.96
YDS	2.0000	117.890	235.78	260.00	24.22-
GALS	4.0000	28.800	115.20	115.20	
YDS	3.8000	1,370.000	5,206.00	5,206.00	
YDS	3.6000	190.000	684.00	684.00	
NS	8.5000	368.490	3,132.17	3,140.67	8.50-
FT	2.5000	33.000	82.50	82.50	
N FT	3.8000	563.500	2,141.30	2,143.20	1.90-
Y	100.0000	5.000	500.00	500.00	

RECEIVED
AUG 25 1966
[illegible]

3[illegible] 1714

6798

August 24, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6798 awarded to Craig Landeen for grading and paving N.E. 2nd Avenue in Estacada in Clackamas County was completed on July 7, 1966, and accepted by the Highway Commission on August 22, 1966.

Final payment in the amount of $703.72 will be released to the contractor after August 31, 1966. The total contract amount is $13,199.91 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Craig Landeen
P.O. Box 825
Canby, Oregon 97013

L.H. Young
C.H. Mattson
Attn: John Herr

RECEIVED
AUG 23 1966
FOR FILING

2.3-1714

6798

August 22, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 7, 1966, on Contract No. 6798. The contract was with Craig Landeen and was for grading and paving on N. E. 2nd Avenue in the city of Estacada in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 22, 1966, and that you concur in this procedure at the Commission meeting on August 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

bg fn

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Estacada (N.E. 2nd Ave.)		WEEK ENDING: July 15, 1966
		SECTION PREFIX: 303-1714
HIGHWAY: City Street		COUNTY: Clackamas
NAME OF JOB: Estacada (N. E. 2nd Ave.)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Craig Landeen	CONTRACT NUMBER: 6798	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 9, 1966	DATE WORK STARTED: June 1, 1966	ESTIMATED COMPLETION DATE: -
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 70	WORK DAYS USED CALENDAR DAYS USED 37
PROJECT AUTHORIZATION $ 14,745.93	SPECIFIED COMPLETION DATE: Aug. 11, 1966	PERCENT OF TIME ELAPSED: 53
EXCLUSIVE OF ENGINEERING $ 13,697.33	ENGINEERING AUTHORIZATION $ 1048.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 13,199.43	ENGINEERING COST TO DATE $ 1154	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED PERCENT OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 109 %	DATE PROJECT WAS COMPLETED: July 7, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT L PROD
	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.11	0.11			0.11
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0.11	0.11			0.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1250	1320			0
TOTAL QUANTITIES CORRECTED TO DATE	1298	1560			420
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1298	1560			568
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	fair			
TUESDAY	cloudy			
WEDNESDAY	cloudy			
THURSDAY	cloudy			
FRIDAY	fair			
SATURDAY				

Routing: [illegible] Decker Bond Barbee Walker [illegible] Swan Scott Wills Litchfield Olson

RECEIVED
JUL 18 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed July 7, 1966

FINAL REPORT

SIGNED: Lowell A. Johnston LOCATION: Milwaukie

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FORM S-123

RECEIVED
MAY 10 1966

COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

303-1714

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 9, 1966

Mr. Craig Landeen
Route 3, Box 375
Canby, Oregon 97013

Dear Mr. Landeen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6798 for the following project:

Grading and paving the Estacada (N. E. 2nd Avenue) Section. City Street. Clackamas County.

This award was based on your bid of $13,107.50 which was submitted to the Commission on April 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

April 28,1966

NOTED
H. S. COX

Mr. M. R. Coleman
City Recorder
City Hall
Estacada, Oregon

Dear Mr. Coleman:

On April 28, The State Highway Commission opened bids on the Special City Allotment project on Second Avenue in Estacada. The low bid was submitted by Craig Landeen of Canby and the anticipated cost based on the bid is as follows:

Contractor's bid	$11,089.50
Engineering and Contingencies (12½%)	1,636.19
TOTAL ANTICIPATED COST..	$12,725.69

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:nr

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

RECEIVED
MAR 28 1966
FOR FILING
303-1714
6798

March 25, 1966

MISC. CONTRACTS and
AGREEMENTS No. 2997

Mr. M. B. Coleman
City Recorder
City of Estacada
Estacada, Oregon

Dear Mr. Coleman:

We are enclosing for your records a fully executed copy of a Special City Allotment Project covering Second Avenue in the City of Estacada.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By:
C. W. Head, Ass't. Secretary

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

ESTIMATE OF COST

Br. No. _____
FAP No. _____

Est. made [illegible] Section
_____ Highway
_____ County

Date 3/15/66
Bridge Ht. _____
Bids Rec'd. 3/28/66

NO.	QUANTITY & UNIT	ITEM	UNIT PRICE	AMOUNT
1	1250 Cu.Yd.	General Excavation Unclassified	1.50	1875 -
2	130 Cu.Yd.	Trench Excavation	4.00	520 -
3	40 M-Gal	Watering	2.00	80 -
4	1225 Cu.Yd.	Stone Base	4.00	4900 -
5	85 Cu.Yd.	3/4"-0 Material in Base	4.25	361 25
6	420 Ton	Class "B" Asphalt Concrete	12.00	5,040 -
7	40 Lin. Ft.	8-inch Storm Sewer Pipe	2.50	100 -
8	630 Lin. Ft.	12-inch Storm Sewer Pipe	3.50	2,205 -
9	6 only	Concrete Inlets, Type "G-1"	150.00	900 -
10	5 only	Extra for A.C. Cone Approaches	35.00	175 -

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MAR 31 1966
ENGINEER
COUNTY & CITY DIVISION

For Comparison of Bids ~~11,775.25~~ 16061.25

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount _____

Anticipated Additional Items:

_____

_____

_____

_____

_____

Sub-Total 16061.25

Engr. & Cont. (12½ %) ~~2007.66~~ 2007.66

Estimated Net Authorization, Constr. - ~~18,068.91~~ 18,068.91

RECEIVED
JAN 31 1966
FOR FILING
303-1714
OFFICE OF
STATE HIGHWAY ENGINEER
C-178

1-27-66

Prefix No. 303-1424

LOCATION PROSPECTUS
N.E. 2ND AVENUE SECTION
CITY OF ESTACADA - CLACKAMAS COUNTY

HIGHWAY: N.E. 2nd Avenue from Main Street to N.E. Pierce Street, city of Estacada. Not on Federal-aid of State system.

TERMINI: The westerly terminus is at the intersection of N.E. 2nd Avenue and Main Street. The easterly terminus is at the intersection of N.E. 2nd Avenue and N. E. Pierce Street.

LENGTH: 0.11 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance was conducted by the ResidentEngineer. There are no special drainage problems. Soils investigations will be conducted. The existing curb on the north side will be utilized and the City will construct curbs on the south side. The survey need not be tied to the Lambert Grid System. This projected will be constructed with 1966 Special City Allotment funds.

TYPICAL SECTION: This will be a 35-foot curb-to-curb street section. Construction will be done about the existing alignment.

BASE DESIGN: The tentative design for construction is:

Paving	3" A.C.
Top Course Base	2" Leveling
Bottom Course Base	13" Coarse Crushed
Total Depth	18"

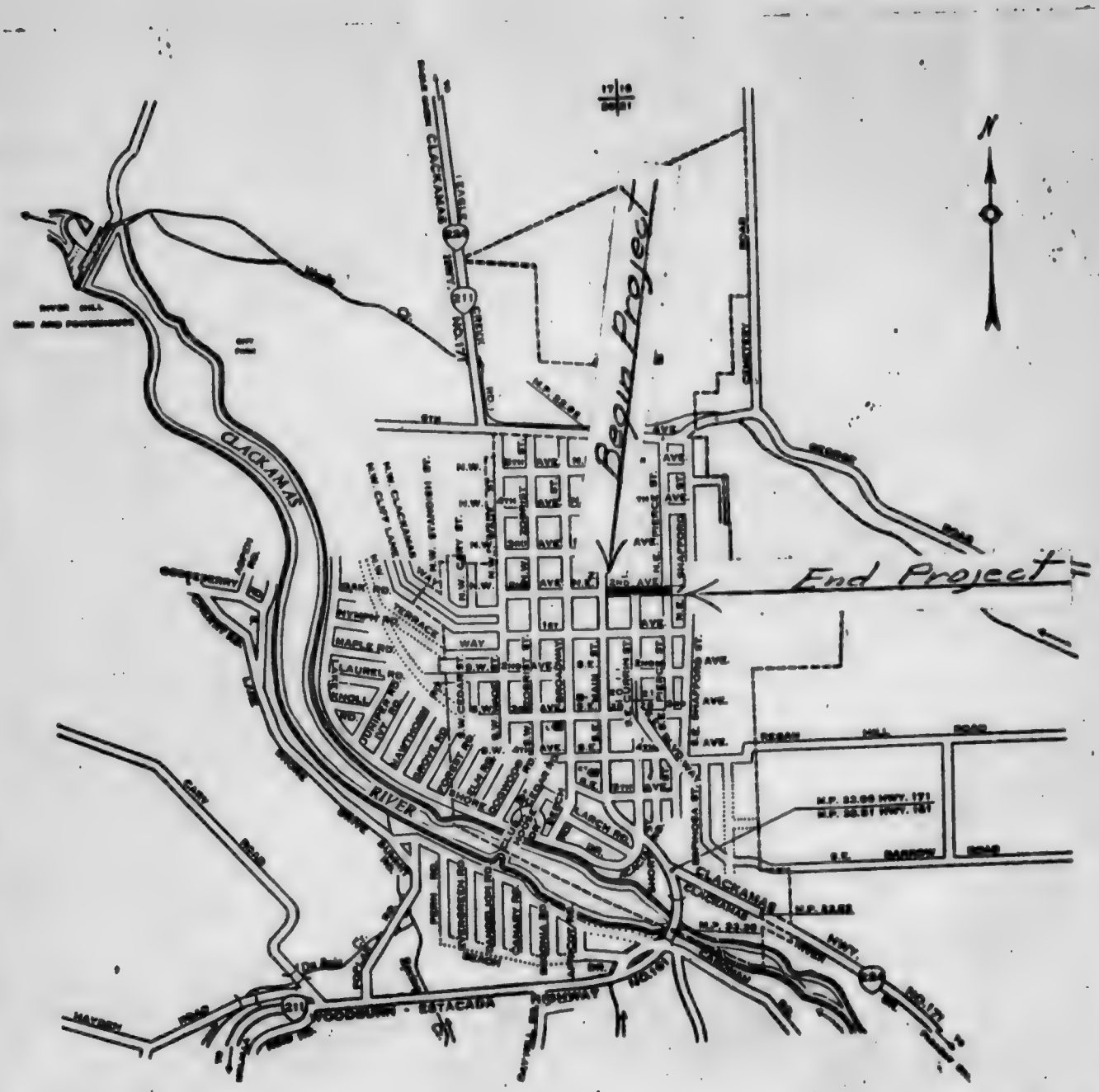
MATERIAL: Adequate quantities available from commercial sources.

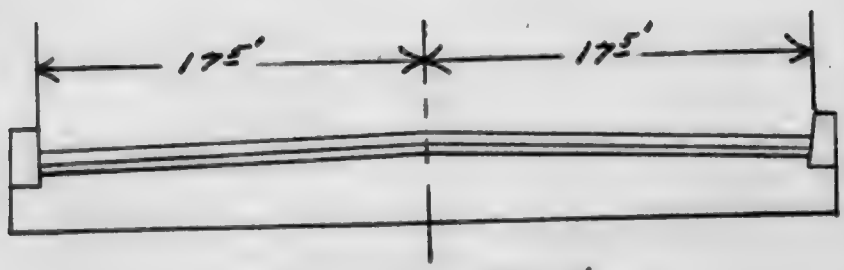
ADDITIONAL FACILITIES: There are no railroads or major stream crossings.

AGREEMENTS: Routine negotiations for a Special City Allotment project.

January 27, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. W. Rulien (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
TOM EDWARDS





Typical Section

Prospectus Map
NE 2nd Avenue Section
City of Estacada
Clackamas County
1966

Form S-39—3M—8-65

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section: Second Avenue (between Main St. & N.E. Pierce St.)

Highway: City Street Estacada

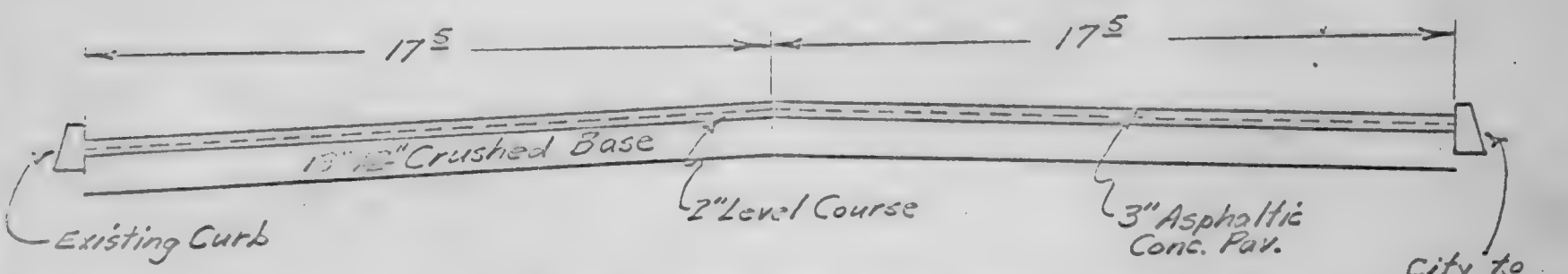
County: Clackamas (Division 1)

Date: January 3, 1966

Authorization No.: 1

Survey Prefix: 203-1124 (Assigned by Salem office)

Description of termini, route, length, etc.: Grade and pave 2nd Avenue from Main Street to Pierce Street. The westerly end of this project joins the Clackamas Highway #171 at Mile Point 23.18 The overall length of the proposed project is 0.11 mile.



Purpose of survey: To perform field work, prepare map, plans, specifications and estimate for grading, surfacing and paving street to the above typical section.

RECEIVED
FEB 15 1966
ENGINEER
COUNTY & CITY DIVISION

Estimate of cost:

Field	$700	(901)
Plans	$300	(905)
~~Rural R/W~~		
Soils	$200	$910)
~~Liaison~~		
~~Utility~~		

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 1,200.

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

..... Field Engineer

Recommended for Approval:

..... Division Engineer

Recommended for Approval:

..... Ass't Construction Engineer

Approved:

..... Ass't State Highway Engineer

State Printing 14020

OFFICERS
DAVID HORNER, MAYOR
ALICE R. CORRELL, TREASURER
EUGENE SHORE, MUNICIPAL JUDGE
M. R. COLEMAN, CITY RECORDER
JAMES G. BARDEN, CHIEF OF POLICE
LESLIE KIGGINS, PUBLIC WORKS SUPT.

CITY OF ESTACADA

P. O. BOX 247 PHONE 279-3223
ESTACADA, OREGON 97023

COUNCILMEN
ROBERT A. CLAYVILLE
DELBERT NORDQUIST
ROBERT SAUNDERS
VON GRAY
DONALD DURAND
WILLIAM KRIEGER

October 22, 1965.

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
[illegible]ARWELL

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon. 97310

Re: Project 2nd Ave.
City of Estacada

Attention: Mr. R. Unrein

Dear Sir:

At the regular meeting of the Estacada City Council October 21, 1965, the Council voted to proceed with the project on 2nd Ave., and the City will pay its share of the cost of the project, as stated in your letter of October 8th, 1965.

I would have given you an answer sooner, but we had a meeting of the Council coming up, and waited to present the matter at that time.

Very truly yours,

M. R. Coleman

M. R. Coleman
Recorder

RECEIVED
OCT 25 1965
ENGINEER
COUNTY & CITY DIVISION

66 SCA

NOTED
H. S. COX

October 8, 1965

NOTED
P. B. Avensmeier

Mr. M. R. Coleman
City Recorder
City Hall
Estacada, Oregon

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Dear Mr. Coleman:

It is planned to submit Estacada's request for improvement of 2nd Avenue to the State Highway Commission for consideration.

The estimated cost of this project is $23,000 of which City's share is estimated to be $3,000. In addition, City will construct curbs on the south side of 2nd Avenue.

If you wish to proceed with this project, please inform this office as to the City's ability and willingness to pay its share of the estimated cost.

Prompt attention to this matter will be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mm

5-20-65

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of ESTACADA is an incorporated city of the State of Oregon and has a population of 998 as given by the latest official census; and

WHEREAS, the following streets of said city,

Two (2) blocks N. E. 2nd Ave. in the City of Estacada, Oregon

RECEIVED
MAY 24 1965
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of ESTACADA does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate M. R. COLEMAN, RECORDER as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 20th day of May, 19 65.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of ESTACADA at a regular ~~or special~~ meeting of said Council, held on the 20th day of May, 19 65, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21st day of May, 1965.

M. R. Coleman
City Recorder

(cc-50, 1959 Rev.)

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

ESTACADA

CLACKAMAS COUNTY OREGON

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 998

Scale in Feet

Revised October 1964

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

FOR [illegible]

RECEIVED APR 27 1965

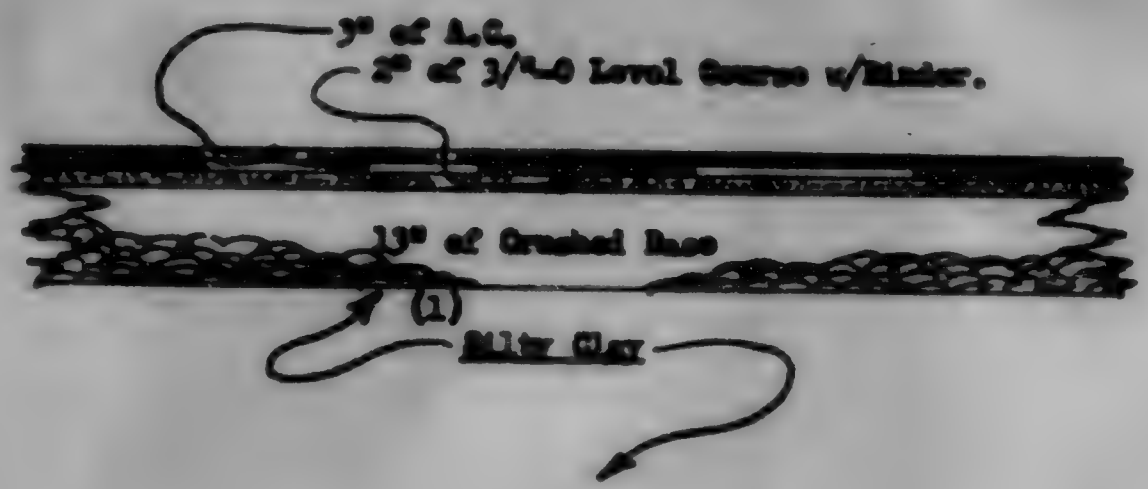
Section (N.E. 2ND AVENUE [illegible] N.E. 9TH & NE FITNESS ST.) Highway CITY OF HILLSBORO County CLACKAMAS Prefix 679 Proj. 263-1(1)

Res. Engr. _____ Approx. Length 0.1 Miles. Sta. _____ to Sta. _____ Date APR 26 65

Truck A.D.T. 15 Traffic Coefficient 6/4 18 kip e.s.a. per day 10.6.

Annual Precipitation 27" Frost Penetration -0-.

(1)
Typical Soil
35 LL
13 PI
99 %P 10
84 %P200
1 %Gravel
4 %C Sand
11 %F Sand
41 %Silt
43 %Clay
7 "R" Value
(Corrected)



CBR Total Req.	Trans.	Actual Thick.	
	6	3	A.C.
	2	2	Level
	13	13	Cr. Base
21	21	18	

AASHO CLASSIFICATION:
A-6 (9)

MATERIAL SOURCES:
To be determined by the Engineer.

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

NOTED
F. E. ELLARDE

Submitted by E. G. Boyce, Soils Assistant

Recommended by R. A. White, Engineer of Materials

Recommended by [illegible], Construction Engineer

Approved by [illegible], Asst. State Highway Engineer

SECTION: N.E. 2ND AVENUE (BETWEEN NE MAIN & NE PIERCE ST.)

HIGHWAY: CITY OF ESTACADA

COUNTY: CLACKAMAS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 450 (Total)

B. Future ADT 750 (Total)

C. Mean ADT 600 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ 2.5 x (C) 600 = 15

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 15 x (H) 100 % = 15

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 6.4

SECTION: N.E. 2ND AVENUE (BETWEEN NE MAIN & NE PIERCE ST.)

HIGHWAY: CITY OF ESTACADA

COUNTY: CLACKAMAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not applicable
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison as this is a short (0.1± mi.) section. See Item 12.

C 4 A 3143
A 4 R 4 4 6

RECEIVED
FEB 16 1967
FOR FILING

4-1125

6119

February 16, 1967

Wells-Reed-Reed-West Company
412 Failing Building
Portland 4, Oregon

Seaboard Surety Company
315 Montgomery Street
San Francisco, California

Gentlemen:

Contract No. 6799 awarded to Slate-Hall for grading and paving the Big Creek-Rock Creek Section of the Columbia River Highway in Clatsop County was completed on November 8, 1966, and accepted by the Highway Commission on February 15, 1967.

Final payment in the amount of $30,099.36 will be released to the contractor after February 24, 1967. The total contract amount is $1,006,588.96 including $3,277.06 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn
cc Great American Insurance Company
3030 Ninth Avenue
Seattle, Washington 98121

Seaboard Surety Company
100 William Street
New York 38, New York

L.H. Young
C.H. Maison
Attn: John Herr

Slate-Hall
7805 S.W. 40th Avenue
Portland, Oregon 97219

RECEIVED
FEB 15 1967
FOR FILING

February 15, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 8, 1966, on Contract No. 6799. The contract was with Slate-Hall and was for grading and paving on the Big Creek-Rock Creek Section of the Columbia River Highway in Clatsop County.

As the contractor has completed all work according to specifications, we recommend that you accept the project effective February 15, 1967, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to the contrary, we may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg fn

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Big Creek - Rock Creek		WEEK ENDING: December 24, 1966
		SECTION PREFIX: 4-1125
HIGHWAY: Columbia River		COUNTY: Clatsop
NAME OF JOB: Big Creek - Rock Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: Slate - Hall	CONTRACT NUMBER: 6799	FEDERAL AID PROJECT NUMBER: state
DATE OF CONTRACT: May 9, 1966	DATE WORK STARTED: May 4, 1966	COMPLETION DATE: November 8, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 165	CALENDAR DAYS USED 159
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 96.4
PROJECT AUTHORIZATION: $ 1,132,744.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 1,052,193.78	ENGINEERING AUTHORIZATION $ 80,550.72	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,018,318.92	ENGINEERING COST TO DATE $ 56,950.00	DATE PROJECT WAS COMPLETED: November 8, 1966
ESTIMATED PERCENT: OVERRUN UNDERRUN 4.95 %	PERCENT OF AUTHORIZATION 70.7 %	Semifinal submitted 12/12/66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.34	2.34			3.91
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.34	2.34			3.91
TOTAL ESTIMATED QUANTITIES (CONTRACT)	586,960 CY	87,600 Ton			24,400 Ton
TOTAL QUANTITIES CORRECTED TO DATE	617,260	94,830			24,966
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	617,260	94,830			24,966
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				W E
MONDAY				B
TUESDAY				
WEDNESDAY				W
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	Four man transit party setting right of way pins.
TUESDAY	same
WEDNESDAY	Three man transit party setting right of way pins.
THURSDAY	same
FRIDAY	same
SATURDAY	No work

REMARKS

Transit party setting R/W pins all week, approx. 80% done.

SIGNED Keats Oliver LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
OCT 6 - 1966
FOR FILING

1-1125
6-1991

NOTED
R. L. PORTER

nha National Hospital Association
ORIGINATORS OF PREPAID MEDICAL AND HOSPITAL CARE
ESTABLISHED 1906
NATIONAL BUILDING · 1501 S.W. TAYLOR STREET · PORTLAND, OREGON 97205
TELEPHONE 224-7100

October 4, 1966

Mr. Forrest Cooper
Oregon State Highway Department
Salem, Oregon

Dear Forrest:

Recently the Knappa Water Association because of the Rock Creek highway project found it necessary to relocate a small portion of the water line. Being short of money we found it necessary to ask the Highway Department for help. The commission has lent us the sum necessary to do this work. This is a non-interest bearing loan and certainly was a big help to us.

I wanted to take this opportunity to express our thanks for the consideration and help we received. We are particularly grateful to Ted Litchfield, Jack Sollis, Jess Jones and of course to my good friend Cliff Maison.

This was, of course, a minor project to the Highway Department but was very important to members of the Knappa Water Association.

It is a pleasure to borrow money from you.

With cordial good wishes,

Very sincerely,

Roy D. Hammond
Vice President, Public Relations

RDH:nk

RECEIVED
OCT 13 1966
FOR FILING
14-1125
6799

MISC. CONTRACTS and AGREEMENTS No. 3145

August 31, 1966

Agenda Item
4X
8-25-66

Knappa Water Association
Knappa, Oregon

c/o Mr. James Elliott
Route 4, Box 544
Astoria, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of an Agreement covering relocation of its facilities which conflict with our construction of the Big Creek-Rock Creek Section of the Columbia River Highway in Clatsop County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: T. W. Litchfield

RECEIVED
AUG 16 1966
FOR FILING

4-1125

#6799

August 15, 1966

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the August 25 meeting an agreement with the Knappa Water Association covering the relocation of its facilities which conflict with our construction of the Big Creek-Rock Creek Section of the Columbia River Highway in Clatsop County.

This agreement provides that the Association will prepare the plans and perform the construction work. The Association does not have the funds available for this work. The State will pay the initial cost of this construction, which is estimated to be $6,000, and the Association will reimburse the State in ten equal annual installations beginning on October 1, 1966.

This agreement is similar to those drawn with the Burnside Water Association and the Wickiup Water District on the Burnside-Big Creek Section which is immediately to the west of this project.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attn. T. W. Litchfield)
L. H. Young
C. H. Maison
R. D. Asburry

TWL:fp fn

RECEIVED
AUG 9 - 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

RECEIVED
AUG 4 - 1966
ENGINEER
COUNTY & CITY DIVISION
4-2125
6799

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 28, 1966

6 - 29 66
BOARD OF COMMISSIONERS Clatsop County
BY
Glenn L. Jackson

Mr. John Dooley, Roadmaster
Clatsop County Road Department
Courthouse
Astoria, Oregon

Dear Sir:

In reference to the Big Creek-Rock Creek Section of the Columbia River Highway in Clatsop County there has been executed an agreement between County and State.

Under date of April 6, 1966, copies of the agreement and a set of construction plans were forwarded to you for your consideration and presentation to the Board of Commissioners.

We would like to point out that on sheet 5 of said plans there was a proposed connection on the northerly side of the throughway connecting to the existing alignment lying at approximate Engineer's Station 654+00. It has come to our attention that there is some approximate 15 to 20 feet grade difference between the new and existing alignment and to construct an approach at this vicinity would constitute practically unjustifiable costs for additional right of way and would not be practical from a construction standpoint.

The existing alignment will be connected to the new construction at approximate Engineer's Station 613+00 on the westerly end and approximate Engineer's Station 672+32 on the easterly end. We are therefore requesting your concurrence in the deletion of this proposed connection at Engineer's Station 654+00 as shown on the plans.

If concurrence is obtained please indicate in the designated space and return a copy to this office and retain a copy for your information and files.

NOTED
F. B. KLABOE

Very truly yours,

DNH:nr

Forrest Cooper
State Highway Engineer

cc: F. B. Klaboe
F. D. Morgan
R. D. Asburry
Floyd Query

by

H. S. Cox
County and City Engineer

RECEIVED
AUG 5 1966
OFFICE
STATE HIGHWAY ENGINEER

Note: 8/5/66
Please delete
[illegible] project as
[illegible] ed copy
[illegible] this letter to
[illegible] Files to be
[illegible] placed with agree.

NOTED
DON HARWELL

FORM S-123X
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIESEN, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUL 15 1966
FOR FILING
4-1125
6799

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 27, 1966

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: Power Line Adjustment - PP&L Company
Big Creek-Rock Creek Section
Columbia River Highway - Clatsop County
Contract No. 6799
YOUR FILE: PD-9-OR-42

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of June 15, 1966, has been approved by the State. This will confirm our verbal authorization to proceed with the work as of June 20, 1966.

Reimbursement for work performed subsequent to June 20, 1966, in the amount of $1,599.94, will be made in accordance with paragraph 7-e(3) of PPM 20-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

PGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
R. D. Asburry
Keats Oliver
R. M. Smith
F. W. Sugnet

RECEIVED
JUL 12 1966
OFFICE
STATE HIGHWAY

RECEIVED
JUL 19 1966
FOR FILING

4-1125

6199

June 8, 1966

A + R 446

Agenda Item
4 i
6-2-66

Board of County Commissioners
Clatsop County
Courthouse
Astoria, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Throughway Abandonment Agreement pertaining to Big Creek-Rock Creek Section of the Columbia River Highway.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

FORM S-100

RECEIVED
MAY 11 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

4-1125

6799

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 9, 1966

Slate-Hall
11655 S. W. Barbur Boulevard
Portland, Oregon 97223

The State Highway Commission on this date awarded to you State Highway Contract No. 6799 for the following project:

Grading and paving on the Big Creek-Rock Creek Section of the Columbia River Highway in Clatsop County.

This award was based on your bid of $963,934 which was submitted to the Commission on April 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fcm

cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

RECEIVED
MAY 3 - 1966
FOR FILING

4-1125
6749

May 2, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the June 2 Commission meeting will be a throughway abandonment agreement with the Clatsop County Board of Commissioners pertaining to the Big Creek-Rock Creek Section of the Columbia River Highway (US30) in Clatsop County.

The agreement provides for construction and maintenance thereafter of the project by the State within the access control limits of the project. It also provides for reconstruction of existing road connections to the throughway as well as road closures, utility relocations, et cetera.

Further provisions are made for the existing alignment lying northerly of the throughway to pass to the County for maintenance, jurisdiction, and control, with all the State's right, title and interest therein passing to the County, upon completion of the project.

Bids on the project were received at the April 28 bid letting.

Your Approval is recommended and authority requested for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
D. H. Moehring
L. H. Young
R. D. Asburry

DNH:nr fn

RECEIVED
MAR 29 1966
FOR FILING

4-1125

6799

Commissioners
[illegible] Chairman
[illegible] Baker
John P. Amacher, Winchester
[illegible] Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

Routing
Morgan
Docker
Bond
Barbee
Walker
Olenn
Swan
Peaso
Morelock
Trout
Scott
Wills
Litchfield
Olson

March 25, 1966

RECEIVED
MAR 28 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of March 17, 1966 which enclosed the plan title sheet for:

Big Creek-Rock Creek Section, Columbia River Highway, Clatsop County.

Anadromous fish use both streams which will have the C.M.P. culverts, and these should be at a gradient which will allow easy passage. A gradient of not more than 0.5 percent is recommended, with the downstream end at least six inches below present stream bed level. If a steeper gradient will be necessary, we would like to be informed so that the expected velocities can be evaluated.

We appreciate the opportunity to offer our comments.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

RCK/dm

cc: Director OFC

3-28-66 Copies to:
F. B. Klabee
L. H. Young
Frank Hall
T. C. Rocke
[illegible]
R. D. Asberry (2)

fp

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

RECEIVED MAR 21 1956

Section BIG CREEK - ROCK CREEK Highway LOWER COLUMBIA RIVER (FA 1) County CLATSOP Proj. No. 6499(2)

Res. Engr. L. A. Weber Approx. Length 2.4± Miles. Sta. 595+90± to Sta. 719+00± Date 3-10-56

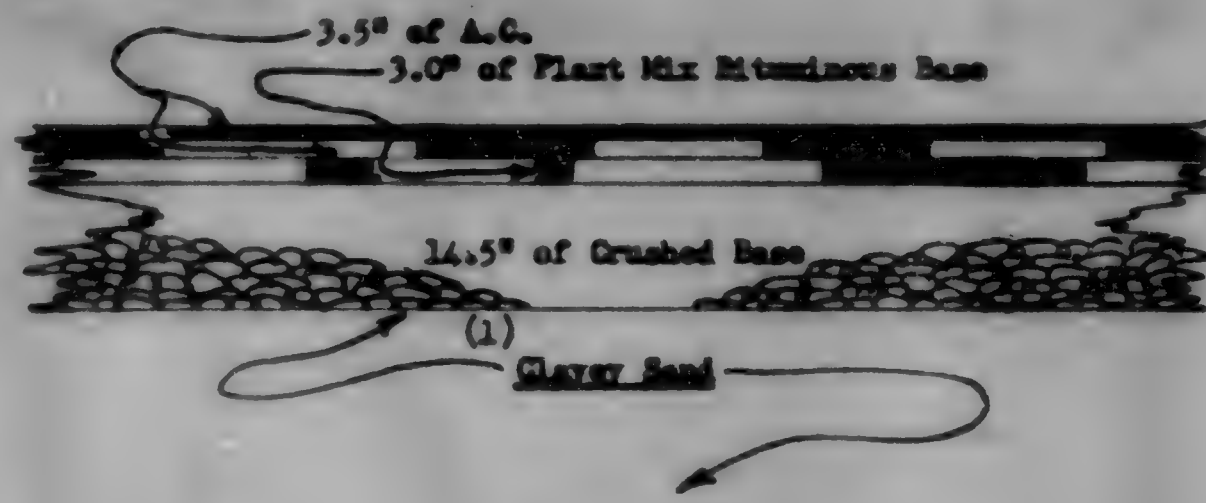
Truck A.D.T. 131 Traffic Coefficient 8.4 18 kip s.a. per day 91.9.

Annual Precipitation 68" Frost Penetration - - -.

(1)
Typical Soil
39 LL
19 PI
100 %P #10
58 %P200
0 %Gravel
1 %C Sand
41 %F Sand
33 %Silt
25 %Clay
9 "R" Value
(Hveem)

AASHO CLASSIFICATION:
A-6 (9)

MATERIAL SOURCES:
To be determined by the Engineer.



CBR Total Req.	Actual	Theoretical	
	7.0	3.5	A.C.
	5.5	3.0	P.M.B.B.
	14.5	14.5	Cr. Base
27.0	27.0	21.0	

FORM 734

NOTED
F. E. BLAIRE

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by E. G. Hughes
for Staff Assistant

Recommended by D. A. Wilson
Engineer of Materials

Recommended by O. F. Weber
for Construction Engineer

Approved by M. K. Laun
Asst. State Highway Engineer

BIG CREEK - ROCK CREEK
LOWER COLUMBIA RIVER (FA 1)
CLATSOP COUNTY

Truck ADT	A.C. Wearing Surface	3/4"-0 Level Course	Crushed Base	CBR Req.	Actual Thickness
30-90	3.5"	2.0"	15.0"	24.0"	20.5"
8-30	3.0"	2.0"	13.0"	21.0"	18.0"
1-8	2.0"	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use "CBR" Requirement Column to obtain Total Thickness required and the table below for values:

1.0"	Asphaltic Concrete	= 2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	= *1.83" Crushed Base
1.0"	Oil Mat	= 1.1" Crushed Base
1.0"	Stone Subbase	= 0.8" Crushed Base

*Per letter O.A. White dated 1-11-66 regarding a retained strength requirement of 70%.

SECTION: BIG CREEK - ROCK CREEK

HIGHWAY: LOWER COLUMBIA RIVER (FA 1)

COUNTY: CLATSOP

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1300 (Total)

B. Future ADT 2200 (Total)

C. Mean ADT 1750 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 15 (ADT Bands) (Logging)

G. Trucks (in one direction) $\frac{F}{2}$ = 7.5 x (C) 1750 = 131

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 131 x (H) 100 % = 131

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 8.4

SECTION: BIG CREEK - ROCK CREEK

HIGHWAY: LOWER COLUMBIA RIVER (FA 1)

COUNTY: CLATSOP

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Minor importance
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

A comparison of costs between A.C. and Continuously Reinforced Portland Concrete Cement favors the A.C. section by about $5000.00 per two lane mile.

Fill heights to 40' are not uncommon on this project. Minor subsidence is anticipated and A.C. is desirable for restoration, if necessary.

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MAR 5 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH VAN TRIBLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM 4 1125

6799

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 1, 1963

Oregon State Game Commission
P. O. Box 4136
Portland 8, Oregon

Attention: Mr. Reino O. Koski
Chief of Liberations

Gentlemen:

Referring to your letter of January 9, 1963 concerning the culvert for Supply Creek on the Big Creek-Rock Creek Section of the Lower Columbia River Highway, I am attaching Sheet No. 7 of our plans in this area showing in red both a revised plan and profile of the culvert in question.

Under the revised plan, we have reduced the gradient of our culvert as requested, but find that due to the gradient of the existing creek bed beyond the outlet end of the culvert that it would be very hard to develop an entrance pool at the outlet. The culvert could be dropped slightly more than that shown to develop a flattened spot at the outlet end, but then this would increase the gradient upstream from the culvert.

Will you please give us your thinking on this matter.

Very truly yours,

RECEIVED
LLOYD P. SHAW

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

RECEIVED
MAR 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Attach.
DJB:jd:fp
cc Lloyd Shaw

RECEIVED
FEB 28 1963
FOR FILING

KLAMATH FALLS
ROLLIN H. BOWLES, PORTLAND
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

Const
B121
Coe R Hwy Clover

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

January 9, 1963

Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Sir:

Reference is made to that portion of a letter from Mr. Paxson, dated December 10, 1962, involving the plans for the proposed project, Big Creek-Rock Creek Section, Columbia River Highway.

The two culverts planned for the carrying of Fertile Valley Creek, in section 21, will pose no problem as this stream is not used by anadromous fish.

Supply Creek, however, is used by silver salmon, chum salmon, and cutthroat trout. The installation planned here may prove to be a serious barrier, at the gradient shown on the plan. Expected velocities at the present gradient would prohibit almost all fish from passing upstream. It is suggested that if this gradient could be reduced to one-half of the present, with perhaps one entrance pool at the outlet, then fish could ascend it without trouble. We would be happy to comment upon any means you may consider to improve this particular culvert.

We appreciate the opportunity to comment upon this proposed project.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By Reino O. Koski

Reino O. Koski
Chief of Liberations

ROK:dm

cc: Bill Clothier

RECEIVED
JAN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 11 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
LLOYD P. SHAW

Copy To Barbee
1-15-63

T-1120 . Fort Randall . (White) 1st
Tr. Sec., Troops Fwr.
Def'd

RECEIVED
JAN 2 - 1968
FOR
106-1120
6800

January 2, 1968

St. Paul Fire & Marine Insurance Co.
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 6800 awarded to Stach Construction Company, Inc., for construction of the South Fork Coquille River (White) Bridge on the Powers Highway in Coos County was completed on December 30, 1966, and accepted by the Highway Commission on December 29, 1967.

Final payment in the amount of $13,911.28 will be released to the contractor after January 9, 1968. The total contract amount is $298,685.46 including $25,288.87 for work performed under force account.

A claim was filed against this contract, but it has been paid in full.

Very truly yours,

Floyd Ousery, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
cc Stach Constr. Co., Inc.
235 Scenic Drive
Grants Pass, Oregon 97526

Oakridge Insurance Agency, Inc.
P. O. Box 406
Oakridge, Oregon 97463

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 2 - 1968

106-1120
6800

December 29, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed December 30, 1966 on Contract No. 6800. The contract was with Stach Construction Company, Inc., and was for the South Fork Coquille River (White) Bridge on the Powers Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 29, 1967 and that you concur in this procedure at the Commission meeting on January 23, 1968.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

1-2-68
Sincerely letter written

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. N. Maison
Ivan D. Merchant
L. M. Young
L. R. Chandler

RECEIVED
DEC 26 1967

FOR FILING
116-1120
6800

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
December 20, 1967

To: Mr. R. L. Porter
Deputy State Highway Engineer
B u i l d i n g

SUBJECT: L-5492, R-40204, R-40119
White Bridge Detour Contract No. 6800
Stach Construction Co.
Release of Money Withheld Pending
Settlement of Right of Way
Acquisition for the Detour

We have now received a signed release from Mr. and Mrs. King and a stipulation from their attorney allowing the inverse condemnation case filed by Mr. and Mrs. King to be dismissed with prejudice. We have also billed the Insurance Company for the expenses incurred by our Legal and Right of Way Personnel in working on the right of way acquisition in the amount of $802.59 which they have agreed to pay.

It is now in order to release all money withheld on this contract to Stach Construction Company and I would suggest that this be done as quickly as possible.

G E Rohde

G. E. ROHDE
Chief Counsel

JLS/bdr
cc: F. B. Klaboe
C. H. Maison
L. H. Young
Frank McKinney
L. Riley

NOTED
TOM EDWARDS

Copy to Moorhurt
E

RECEIVED
JUL 26 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

10-11-2
6800

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 24, 1967

NOTED
R. L. PORTER

Mr. John Hann
Saint Paul Companies
1500 N. E. Irving Street
Portland, Oregon 97232

Re: Payment for right of way
and damages to property
White Bridge Detour
Contract #6800

Dear Mr. Hann:

With reference to the $13,911.28 that the State Highway Department is withholding on Contract No. 6800, in which Stach Construction Company was the contractor, Mr. Stach has recently contacted us again, urging release of that sum. He contends, apparently, that insurance in your company provides adequate protection to the State for such sums, presently unknown, as the State may become obliged to pay for right of way for the temporary detour.

Although you undertook to send us a certificate of insurance evidencing the appropriate coverage, we have not yet received it. We do not believe that we should be in the position of possibly having to litigate questions such as (1) your insureds' liability for the right of way costs, (2) the amount of such liability, and (3) coverage by your company for such liability. To date, we have nothing concrete which gives any reasonable assurance that any of these questions will not have to be litigated.

Accordingly, our position is that unless your insurance company is willing to place said amount in escrow, with instructions that we may draw against it for payment of any judgments and costs involved in paying for the right of way for the temporary detour easement, we cannot recommend releasing the amount being withheld from contract payments. The details of an escrow instructions can be worked out with your office.

If you do not wish to place the money in escrow, a similar agreement in some other form could probably be worked out.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:JLS:ja

cc: Mr. Donald Coulter
Attorney at Law
P. O. Box 26
Grants Pass, Oregon 97526

Stach Construction Company
P. O. Box 730
Grants Pass, Oregon

R. L. Porter
Frank C. McKinney
L. H. Young
C. H. Maison

RECEIVED
JUL 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 30 1967

FOR FILING
106-1120
1810

5165

June 28, 1967

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Jack Sollis (enc.)
Ivan Merchant
L. H. Young (enc.)
C. H. Maison (enc.)
L. R. Chandler (enc.)

Mr. Donald R. Coulter
Attorney at Law
P. O. Box 26
Grants Pass, Oregon 97526

Re: S. Fork, Coquille River
(White) Bridge
Powers Highway
Bridge No. 1745A
Contract No. 6800

Dear Mr. Coulter:

Your letter of June 14 requests information on the return to the contractor, Stach Construction Company, Inc., of a retained percentage of $13,911.28 on the subject contract. As you know, the retained amount is to protect the State's interest in the construction of a detour in connection with the White Bridge construction, all costs of which are the contractor's responsibility.

At the present time, formal appraisals of portions of the property occupied by the detour are being made. It is anticipated that within a month's time, these appraisals will be completed and an offer can be made to the property owner or condemnation proceedings instituted if the State's offer is not accepted.

In order to release the retained percentage to the Stach Construction Company, it would be necessary for the contractor and his surety to execute an agreement satisfactory to our Legal Division, accepting financial responsibility for all costs in connection with the right of way appraisal, condemnation (if required) and right of way settlements or judgments for property used for the detour and any incidental costs which have not been billed previously, chargeable to the detour construction.

Mr. Jack Sollis of our Legal Division is familiar with this subject and will be glad to make an appointment with you for further discussions, if desired.

Very truly yours,

cc Stach Construction Co., Inc.
P. O. Box 730
Grants Pass,
Oregon

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

IDM:mb ja

5559

JUN 16 67

DONALD H. COULTER
ATTORNEY AT LAW
604 NORTHWEST FIFTH STREET
P. O. BOX 26
GRANTS PASS, OREGON 97526

TELEPHONE 479-5666
AREA CODE 503

June 14, 1967

REFERRED TO
Admin
BY SECRETARY

REFERRED TO
EDWARDS
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Department
State of Oregon
Salem, Oregon 97310

re: Stach Construction Co., Inc.
Contract No. 6800
Job Prefix: 106-1120
Powers Highway, Coos County.

Gentlemen:

I am local counsel for Stach Construction Co., Inc. which is the prime contractor on the above referenced project.

Mr. Henry G. Stach, its President, advised me today that there has been retained on this contract, after its completion, the sum of $13,911.28. I am further advised that the retainage has been related to a claim or claims of tort damage occasioned by the construction of a detour route when the old bridge was inadvertently destroyed through the actions of an excavating sub-contractor in attempting to dislodge old footings.

In writing this letter we are not attempting to avoid any responsibilities of the prime contractor, or create any exposures of liability or expense to the Department. However, as you can probably well appreciate, this retainage is an integral part of the working capital of the prime contractor, and if held further for an indefinite period of time, works considerable hardship on the company.

We would respectfully request that you review this situation and let us know if there is not some alternative possible to the present situation, whereby the retainage might be now released,but

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JUN 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DONALD H. COULTER
ATTORNEY AT LAW

with assurances to the Department that it would not suffer in any way for third party claims attributable to the prime contractor.

Your thoughts on this would be appreciated.

Yours truly,

Donald H. Coulter

DHC:mn

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JUN 15 1967
OREGON
STATE HIGHWAY COMMISSION

ELMER BENHAM
READY MIX CONCRETE
COQUILLE PH 396 2611 COOS BAY PH 267 4644
P. O. BOX 665
COQUILLE, OREGON

April 20,1967

Oregon State Hiway
Salem, Oregon

Floyd Query;

We received payment in full from Stach Construction Co., Inc. - Grants Pass, Oregon. For work done on White Bridge.

Thank You,

Norma Bifel

NOTED
FLOYD QUERY

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APR 24 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 12 1967
FORM ES 500 REV 7-66 SP*0329-734

106-1120
6800

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1967

SUBJECT: White Bridge Detour
Contract No. 6800

To: L. R. Chandler
Division Engineer
P.O. Box 1128
Roseburg, Oregon

The attached summary sets forth the charges that appear on our cost records, as of December 31, 1966, for constructing and maintaining the detour around the White Bridge.

Will you give us an estimate of any charges that may be incurred for the removal of the detour, or for any easements or fee takings that may be necessary, or any other incidental costs.

If you wish a finer breakdown of our recorded costs, please advise.

C. H. Maison
Controller

CHM:rs

Attachment

cc: Tom Edwards
L. H. Young
D. H. Moehring
Jack Sollis
Ivan Merchant
John Herr

NOTED
TOM EDWARDS

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JAN 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SUMMARY OF CHARGES FOR CONSTRUCTING AND
MAINTAINING DETOUR AROUND WHITE BRIDGE
Contract 6800 - State Force Order No. 2
(106-1120-202-02)

Voucher Number				
		Materials		
1810	58372	Merchen & Reed Gravel Company - rock	$2,502.50	
5641	58372	" " " " "	119.25	
13801		" " " " "	27.50	$ 2,649.25
6254	58372	Farm Bureau Co-operative Exchange	139.99	
58233		Chevron Asphalt Company, Portland	269.41	
58233		Myrtle Point Grange Supply	61.00	
5693		C. R. O'Niel	121.73	592.13
		Total Materials		$ 3,241.38
		Grading of Detour		
3102		Brownie Coldiron Logging Company		$ 9,046.03
		Materials, Labor & Equipment Furnished by State		
57729	58372	Material from Holding Account 7734	2,093.64	
58208		Signs	169.25	2,262.89
		Payroll (State)		
58141	58372	June '66 Payroll (Crew 134-05-134-07-180-23)	101.21	
58233		" " " " 132-40	198.22	
58233		" " " " 132-01	1,324.79	
58233		" " " " 132-20	1,686.23	
7584		August '66 " " 132-01	228.54	
10797		Sept. '66 " " 132-01	204.05	
14613		Oct. '66 " " 132-01	454.92	
58233		June '66 Exchange Time (Crew 132-40	91.04	
58233		" " " " " 132-01	168.17	
58233		" " " " " 132-20	139.44	
58771		Sept. '66 Exchange Time " 132-01	109.75	
		Total Payroll		$ 4,706.36
		Equipment Rental (State)		
58032	58372	June '66 Equipment Rental Crew 180-23	35.50	
58036	58372	" " " " " 134-05	6.00	
58234		" " " " " 132-00	84.00	
58234		" " " " " 132-01	330.75	
58234		" " " " " 132-40	72.00	
58234		" " " " " 132-20	1,121.40	
58234		" " " " " 134-07	2.25	
58406		Aug. '66 Equipment Rental " 132-01	49.65	
58692		Sept. '66 Equipment Rental " 132-01	77.50	
59016		Oct. '66 Equipment Rental " 132-00 - 132-01	143.50	
		Total Equipment Rental		$ 1,922.55
		Total Expenditures		$21,179.21
58432		Less amount received from St. Paul Fire & Marine Insurance Company		20,539.89
		BALANCE DUE		$ 639.32

RECEIVED
DEC 23 1966
FOR FILING

106:1120

6800

STACH CONSTRUCTION CO., INC.

P.O. Box 730
Grants Pass, Oregon

December 21, 1966

Mr. Floyd Query
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Query;

In reply to your letter of December 2, 1966 addressed to Elmer Benham Ready Mix Concrete Company P.O.Box 665, Coquille, Oregon.

This letter is in response to Benham claim letter of November 28, 1966.

We would like to advise you of the circumstances regarding this claim and also to let you know our position in the matter.

The Benham Concrete Company agreed to allow a 50¢ per yard cash discount if the account was paid on the 10theof the month for the previuos months purchases.

We are attaching copies of our checks to them which were mailed on September 12th and October 10th. As the loth of September fell on a Saturday our check was mailed the following Monday. As far as we are concerned these payments were mailed within the legal discount periods.

The Benham Concret Company statement for the month of September did not reflect any balance due them for the month of August, nor were we advised when they received the check which was mailed October 10th that they were not allowing the discount. the first knowledge we had of the matter was their letter of November 9th.

As far as we are concerned we do not owe the people any money and do not intend to pay this $1,029.60 unless and until we are so directed by a court order.

Very truly yours,

Stach Construction Co., Inc.

CC: Oakridge Insurance Agency
St. Paul Fire & Marine Insurance Co.
Elmer Henham Ready Mix Concrete Co.

NOTED
FLOYD QUERY

RECEIVED
DEC 22 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
L. W. BEAN

STACH CONSTRUCTION CO., INC.
GENERAL ACCOUNT
P. O. BOX 730
GRANTS PASS, OREGON 97526

545

Sep 12 66 96-392 / 1232

20,218.31

STACH CONSTRUCTION CO., INC.
GENERAL ACCOUNT

Prince Concrete, Inc.
P.O. Box 665
Cottage Grove, Oregon

Southern Oregon State Bank
GRANTS PASS, OREGON

NOT NEGOTIABLE

⑆123203921⑆ 620 739⑈

STACH CONSTRUCTION CO., INC.
GENERAL ACCOUNT
GRANTS PASS, OREGON

DATE	DESCRIPTION	AMOUNT
	Statement 6-2	20,622.06
	Item 504 Ld	403.75
		20218.31
	59-401	

RECEIVED
DEC 22 1966
OREGON
STATE HIGHWAY COMMISSION

STACH CONSTRUCTION CO., INC.
GENERAL ACCOUNT
P. O. BOX 730
GRANTS PASS, OREGON 97526

760

October 10 66 96-392 / 1232

11,609.73

STACH CONSTRUCTION CO., INC.
GENERAL ACCOUNT

Benham Concrete, Inc.
P.O.Box 665
Powers, Oregon

NOT NEGOTIABLE

Southern Oregon State Bank
GRANTS PASS, OREGON

⑆1232-0392⑆ 620 739⑈

STACH CONSTRUCTION CO., INC.
GENERAL ACCOUNT
GRANTS PASS, OREGON

DATE	DESCRIPTION		AMOUNT
	statement 9-30	12,235.58	
	disc 50¢ yd	237.50	
		11,998.08	
	Less back charges for delays caused us 9/7,8,9,	388.35	
		11,609.73	

59-401

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DEC 22 1966
OREGON
STATE HIGHWAY COMMISSION

ELMER BENHAM

READY MIX CONCRETE

COQUILLE PH 396 2611 — COOS BAY PH 267-4644

P. O. BOX 665
COQUILLE, OREGON

November 9, 1966

Stach Construction
P. O. Box 730
Grants Pass, Oregon

Dear Sir,

On material delivered July15, 1966 through and including September28, 1966 we allowed so much discount if your account was paid on the 10th. of each month.

Your August and September payments were late, F.O.B. price at White bridge was 24.50 per yard on 6.5 mix and 26.18 per yard on 7½ mix.

Since payments was late we have dis allowed discount. Statement inclosed.

Dean Benham

~~Gentlemen: As regards these discounts referred to.~~

These CKs were maided within the legal Discount Period therefore we are ignoring this Statement

RECEIVED
DEC 22 1966
OREGON
HIGHWAY COMMISSION

PAY TO THE ORDER OF
SOUTHERN OREGON STATE BANK
FOR DEPOSIT ONLY
STACH CONSTRUCTION CO., INC.

SOUTHERN OREGON STATE BANK
FOR DEPOSIT ONLY
STACH CONSTRUCTION CO., INC.

Stach Construction Co., Inc.
P. O. BOX 730
GRANTS PASS, OREGON

Pack Co. - [illegible] Co.

	Date		Labor Foreman ST	Labor Foreman O.T.	Laborers ST	Laborers O.T.	Foreman S.T.	Foreman O.T.
1	9/2/66			2	8	8		2
2	9/8/66		1	2	16	8	1	2
3				1½	4	8		1½
4		Total hours	1	5½	28	24	1	5½
5		Rate Per hour	4.30	6.45	3.90	5.85	5.35	8.02½
6								
7		Amount	4.30	35.48	109.20	140.40	5.35	44.14
8								
9		Total Labor				33887		
10		Fringe Benefits - Comp. Ins. etc				4948		
11		Total				38835		
12								
13								
14								
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18								
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40								

RECEIVED
DEC 22 1966
OREGON
STATE HIGHWAY COMMISSION

DAILY QUANTITIES 9-7-64

COST ITEM	LOCATION (STATION)
	92 Cu yds 7½ sack Conc.

FOREMAN'S DIARY

INCLUDE DETAILS OF: WORK PERFORMED, PERSONAL INJURIES, TIRE & EQUIP. DAMAGE, 3rd PARTY DAMAGE, OWNER CONVERSATIONS, NEEDED EQUIPMENT MAINTENANCE & EQUIPMENT REPAIR HOURS

Lens deck + Tend wall + Tens deck + Span

Cast 5 tanks gr + 4 + Bal on footing with crane. Tyo started on Lens + Tens deck + Span

FOREMAN: Jenkins

EQUIPMENT

EQUIP No	TYPE OF EQUIPMENT	HOURS WORKED	HOURS OTHER	COST ITEM	FORE HOURS

If Not Working Indicate By Symbol:

O	Idle	A	Available
S	Standby	AR	Available (Needs Repairs)
D	Down for Repairs	DS	Down Sunday

TOTAL

DAILY QUANTITIES 9-8-66

COST ITEM	LOCATION (STATION)
	70 Cu yds. Conc. 2½ Rebar,

FOREMAN'S DIARY

INCLUDE DETAILS OF: WORK PERFORMED, PERSONAL INJURIES, TIRE & EQUIP. DAMAGE, 3rd PARTY DAMAGE, OWNER CONVERSATIONS, NEEDED EQUIPMENT MAINTENANCE & EQUIPMENT REPAIR HOURS

Set Curb # 3 pour 9, cure
1 pour

Added 5 Curb gr Tuesday
Extended pour time by
3 hours

FOREMAN: Gene Lentamp

EQUIPMENT

EQUIP. No.	TYPE OF EQUIPMENT	HOURS WORKED	HOURS OTHER	COST ITEM	FOREMAN HOURLY RATE

If Not Working Indicate By Symbol

O—Idle	A Available
S Standby	AR Available (Needs Repairs
R Down for Repairs	DS Dead Storage

RECEIVED
TOTAL

DAILY QUANTITIES 9-9-66

LOCATION (STATION)

Engel Conc Pavement

FOREMAN'S DIARY

INCLUDE DETAILS OF: WORK PERFORMED, PERSONAL INJURIES, TIRE EQUIP. DAMAGE, 3rd PARTY DAMAGE, OWNER CONVERSATIONS, ADDED EQUIPMENT MAINTENANCE & EQUIPMENT REPAIR HOURS.

Started in N.B. steel & outside rail forms. Time spent on

Used 5 trucks got H & had trouble at batch plant and flat tires. Extended paver time 3 Hours

FOREMAN: Gene Venekamp

EQUIPMENT

EQUIP. No.	TYPE OF EQUIPMENT	HOURS WORKED	HOURS OTHER	COST ITEM	FOREMAN'S HOURLY RATE

If Not Working Indicate By Symbol:

O—Idle A—Available
S—Standby AR—Available (Needs Repairs)
R—Down for Repairs DS—Dead Storage

TOTALS

MISSOULA COUNTY HIGHWAY DEPARTMENT

RECEIVED
DEC 13 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FINDLEY, MEMBER
WASCO
DAVID D. SIMPSON, MEMBER
PORTLAND

106-1120
4800

FILED
DEC 6 1966
TOM McCALL
SECRETARY OF STATE

Claim File
No. 4252

RECEIVED
DEC 5 3 47 PM '66
TOM McCALL
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 2, 1966

Elmer Benham Ready Mix Concrete
P. O. Box 665
Coquille, Oregon

Gentlemen:

This is in reply to your claim letter of November 28 informing us that Stach Construction Company owes you for concrete in the amount of $1029.60.

This appears to be in connection with the Stach Construction Company, Inc., Contract No. 6800 for construction of the South Fork Coquille River (White) Bridge on Powers Highway in Coos County.

The St. Paul Fire & Marine Insurance Company through Oakridge Insurance Agency, Inc., P.O. Box 406, Oakridge, Oregon 97463, furnished the performance bond on this project. It was given to assure completion of this job and payment of all bills incurred in it. We will advise them of the receipt of your claim letter, and we will also send it to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can clear our records.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

NOTED ON CARD
wbw

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
DEC 1966
OREGON
STATE HIGHWAY COMMISSION

cc St. Paul Fire & Marine Insurance Co.
Oakridge Insurance Agency, Inc.
Stach Constr. Co., Inc.
Glenn Jackson
David Simpson
Hon. Tom McCall

Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

ELMER BENHAM
READY MIX CONCRETE
COQUILLE PH. 396-2611
COOS BAY PH. 267-4644
P. O. BOX 665
COQUILLE, OREGON

November 28, 1966

State Highway Dept.
Salem, Oregon

Gentlemen;
We have not been paid for concrete delivered to Stach Construction, P.O. Box 730, Grants Pass, Oregon, for use in State Hwy Project known as White Bridge Project, State Job #6800.

August 1-30	$403.75
September 1-23.....	625.85
	1029.60

Elmer Benham

NOTED
FOR FILING QUERY

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NOV 29 1966
STATE HIGHWAY COMMISSION

FORM 2-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION	South Fork Coquille River (White) Bridge
HIGHWAY	Powers
KIND OF WORK	Structure
CONTRACT NUMBER	6800
DATE WORK STARTED	June 13, 1966
SPECIFIED WORK DAYS	
SPECIFIED CALENDAR DAYS	
SPECIFIED COMPLETION DATE	January 7, 1966
ENGINEERING AUTHORIZATION	$25,978.04
ENGINEERING COST TO DATE	24,700.00
PERCENT OF AUTHORIZATION	96 %

WEEK ENDING:	October 22, 1966
SECTION PREFIX	106-1130
COUNTY	Coos
FEDERAL AID PROJECT NUMBER	State
ESTIMATED COMPLETION DATE	December 1, 1966
WORK DAYS USED	
CALENDAR DAYS USED	142
PERCENT OF TIME ELAPSED	64%
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST	97%
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION	94%
DATE PROJECT WAS COMPLETED:	12-30-66

NAME OF JOB: S. Fork Coquille River (White) Bridge

CONTRACTOR: Stech Construction Company, Inc.

DATE OF CONTRACT: May 9, 1966

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 6 SUPERVISION 1

PROJECT AUTHORIZATION: $365,316.18

EXCLUSIVE OF ENGINEERING: $339,338.14

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $330,473.14

ESTIMATED PERCENT: OVERRUN / UNDERRUN 2.6 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

One stripping machine, one generator, one flat bed truck, small hand tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	17454							
PERCENT	94%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16	Fair			Routing
MONDAY 17	Fair			
TUESDAY 18	Fair			
WEDNESDAY 19	Cloudy			
THURSDAY 20	Rain			
FRIDAY 21	Fair			
SATURDAY --				

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 16	No activit y
MONDAY 17	Finish work & painting continuing on concrete.also work.
TUESDAY 18	Finish work & painting continuing
WEDNESDAY 19	Finish work & painting continuing
THURSDAY 20	Finish work & painting continued
FRIDAY 21	Finish work & painting continued
SATURDAY 22	No activity

REMARKS

85% of the concrete finishing and painting complete. The parapet post and railing has not been placed.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
OCT 24 1966
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

SIGNED Eugene H. Ash By C. H. Durand LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FORM E-123

RECEIVED
OCT 6 1966

COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6810

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 3, 1966

Stach Construction Company
P. O. Box 730
Grants Pass, Oregon

Re: Right of Way Acquisition
White Bridge Detour
Contract No. 6800
R-40204, 40119, 40122,
40203, 40121, 40120,
40118, 40117, 37828

Gentlemen:

We have been advised by your insurance company that they do not wish to negotiate with the property owners over which we built the detour road, which was necessitated because the old bridge was destroyed during your blasting operations on the above contract.

Therefore, we will continue to negotiate with the property owners and if necessary, condemn a temporary easement for the detour road, and will hold you responsible for all costs involved in property settlements with these parties.

Sincerely yours,

G. E. ROHDE
Chief Counsel

GER:JLS:gw
cc: St. Paul Fire & Marine Ins. Co.
Frank C. McKinney
David Moehring
Hill Young
Cliff Maison
L. R. Chandler
Ivan Merchant
F. D. Morgan
Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
OCT 5 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
SEP 6 - 1966
FORM E-30 10-65 SP*23401-734
FOR FILING
INC-1120
A8 0 0

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1966

SUBJECT: White Bridge Detour

To: L. R. Chandler
Division Engineer
Roseburg, Oregon

Attention: John Quiner

With regard to any reimbursement to owners of property that we have taken gravel from or have used a portion of their property for the detour, it is our opinion that no payment should be made until after the detour is no longer used and the property has been restored, inasmuch as we feel that it would be impossible to assess the total amount of damages to the property until that time.

The insurance company has asked if the bridge contractor can do the restoration work, and I referred them to Mr. Quiner.

The insurance company also asked if they could negotiate with the property owners for releases for damages. I advised them that they should authorize this through our right of way department, but we should still proceed with our acquisition of permits of entry, or if necessary, condemnation of a temporary easement in cases where this is necessary; and we have not received assurance from the owners that they are willing to wait until such time as the restoration work is completed and then negotiate a settlement. The insurance company should be advised that if they attempt to negotiate settlements with the owners, they should notify our right of way department that they are attempting to do so and any releases obtained should release not only the contractor but the State Highway Department.

In the meantime, we should keep a tabulation of the amount of gravel or other property of the property owners that we have used in building the detour, so we may properly assess what they have coming after the restoration work is completed.

JACK L. SOLLIS
Staff Attorney

NOTED
TOM EDWARDS

JLS:gw
cc: D. H. Moehring
L. W. Riley
L. H. Young
C. H. Maison
Tom Edwards
Armand Riveness
E. H. Ash

RECEIVED
SEP 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 12 1966
FOR FILING
06-11-66
6800

Salem, Oregon
August 11, 1966

S. Fk. Coquille R. (White) Bridge
Contract No. 6800

MEMO TO THE FILES

On this date Mr. Chandler and Mr. Quiner of Division 3 called regarding the amount to be withheld from the contractor on the subject-named contract because of a detour that was built after the contractor destroyed the bridge crossing the Coquille River at this point.

Discussed was the contractor's insurance company claim that we should not withhold payments to the contractor, as the insurance company is willing to settle for the damages incurred.

It was determined that to date State forces have been utilized in construction of the detour, at a cost of $20,500. This amount appeared on Estimate No. 2.

Mr. Chandler was advised to refer further claims by the insurance company questioning the validity of our withholding to the Legal Division, attention Mr. Jack Sollis.

Following the telephone conversation, Messrs. Edwards, Maison, Sollis and Young conferred and decided to pay the present estimate in full, less normal retainage, less the $20,500 costs incurred to date. Mr. Edwards said that the next estimate should include withholding for expenses incurred to date, plus liability for encroachment on private property right of way, plus anticipated costs of removal of the detour. A check is to be made with Mr. Edwards when the September estimate comes in, and a reappraisal made at that time.

Mr. Edwards instructed Mr. Young to get an estimate from Mr. Chandler for the removal of the detour and to get the necessary field data from Mr. Chandler so that right of way descriptions for fee taking or easements could be appraised by our right of way people to determine the damage incurred by reason of this construction. Legal or right of way will make these appraisals after preparation of proper descriptions.

L. H. Young
Office Engineer

cc: Tom Edwards
G. E. Rohde, Att: Jack Sollis
L. R. Chandler
F. D. Morgan
D. M. Moehring
C. M. Maison
I. D. Merchant

cc: Vince Gallagher

RECEIVED
AUG 15 1966
FOR FILING
106-1120
6800

PMT RSB 149 8-11-66 8-08AM

TOM EDWARDS

-- RE ~~WHITE~~ BRIDGE

AS OF AUGUST LOXX 10, 1966 CHARGES OF $20,539 HAVE BEEEN MADE AGAINST DETOUR. STACH HAS BEEN GIVEN ITEMIZED ACCOUNT. INSURANCE COMPAY HAS BEEN ADVISED. COPY OF LETTER TO INSURANCE COMPANY IN TODAYS MAIL.

CARL WILLIAMS
CC03.

Approved _____

_____
Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

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AUG 15 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

106-1120

6800

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. POHDE
CHIEF COUNSEL

Roseburg, Oregon
August 10, 1966

Lewis H. Clark & Co.
Insurance Adjustors
226 NW "F" Street
Grants Pass, Oregon

ATTENTION: Roy J. Morrison

Re: White Bridge, Powers, Oregon

Dear Sir:

As of August 10, 1966 the State has expended $20,539.89 on constructing and maintaining the detour around the destroyed White Bridge.

Cold Iron Logging	$9046.03
Merchant & Reed	2621.50
C. R. O'Neil	121.73
State Forces	8750.63

These documented bills have all been submitted to Stach Construction Company.

The State at present is deducting $15,000 from monies due the Stach Construction Company. After the submission and processing of the August 10th Monthly Estimate, the State shall withhold a total of $20,539.89 from monies earned by the Stach Construction Company.

The State Highway Department will release the $20,539.89 to the Stach Construction Company on receipt of a certified check from your company. If such reimbursement is not received the State will continue to retain the $20,539.89. This latter amount will grow as we conduct necessary maintenance operations on the detour.

Carl M. Williams

CMW:cc
cc: T. Edwards
F. D. Morgan

Carl M. Williams
ASSISTANT DIVISION ENGINEER

RECEIVED
AUG 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
AUG 15 1966

COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Roseburg, Oregon
August 10, 1966

Stach Construction Co.
235 N. Scenic Drive
Grants Pass 97526

RE: S. Fork, Coquille River
(White Bridge)
Contract No. 6800

Gentlemen:

The purpose of this letter is to see that your progress on the construction of the S. Fork, Coquille River (White Bridge) is greatly accellerated. On June 23, 1966, a dynamite blast in one of your foundations destroyed the old bridge which the new structure was to replace. Ever since that time we have been in a critical situation and it is apparent that not nearly enough progress is being made in the construction of the new bridge to insure that the new bridge can be used before the detour is destroyed by high water. I am advised by my bridge engineers that not enough carpenters are being used, that even the carpenters which you do have are often unskilled. All this adds up to slow progress. Your have not yet to my knowledge used any double shifting of your crews and we had an understanding from you that this would be done.

We made special arrangements to secure and have on the job, the precast beams shown on the plans. In doing so, we set back the scheduled deliveries of your supplier to other contractors, generally with their consent, but with it their inconvenience. This rescheduling of beams was done in order to insure their delivery at your location on August 1 in order to permit you to use them at that time and have your deck poured by September 1, 1966. Any date later than September 1 for use of the present detour, is a definite risk.

Please advise when you will be able to place more workmen on the job, when you will start your double shifting and take other steps to greatly speed up the construction. Failure to take adequate steps may requre that we do something ourselves to insure that the community of Powers will not be cut off from access by highway to Coquille and other points. This would be at your expense.

Very truly yours,

L R Chandler

NOTED
TOM EDWARDS

L. R. Chandler
DIVISION ENGINEER

LRC:lf

cc: Ivan D. Merchant
Tom Edwards
Eugene Ash

AUG 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Lewis H. Clarke & Co.
INSURANCE ADJUSTERS
226 N. W. "F" STREET • GRANTS PASS, OREGON
AREA CODE 503 • ~~476-7867~~ 476-7767 • NIGHT 476-2598 or 476-7983

Your Grants Pass adjuster for 19 years

August 5th, ,1966

ROSEBURG DIVISION
RECEIVED
AUG 8 1966
DE | AD | AUE | AUD | DGE
Assign..... For.....
Reply..... Action..... Re:

Oregon State Highway Dept.
1523 S. E. Cobb
Roseburg, Oregon

Re: White Bridge at Powers, Oregon

Attn: Mr. John Quinor

Gentlemen:

Confirming our phone conversation of August 3rd, 1966 and our verbal conversation with Mr. E. H. Ash at the White Bridge site near Powers on August 2nd, wherein we requested that each of you immediately return, or arrange to have returned, the $15,000. that you have heald from Stach's payment for the bridge across the south fork of the Coquille River near Powers, Oregon, or explain what page, paragraph, sub-paragraph etc, of the law that you were utilizing to withhold this money. We also advised both of you that if Stach Construction claimed loss of use of this money, it was not our intention to reimburse him for same, it would be the States responsibility. While discussing other matters with Stach Construction Co. accountants this morning, they advised that unless they receive the $15,000. by August 10th, 1966 so that they can pay and get the discount on bills outstanding, it is their intention to charge for loss of use.

We repeat, we are prepared to pay all honest and justifiable bills in relation to the construction of the detour around the collapsed White Bridge across the south fork of the Coquille River. We also requested from you, the name and meeting place of someone in authority so that we can sit down and discuss these bills in detail and any possibility of any liability on the part of the State in connection with these bills. To date we have failed to receive this notification.

We have just received a breakdown billing from Stach Construction Co. for the monies that the State expened in connection with the construction of the detour. The last paragraph of the cover letter states "These bills and those previously submitted should give you the required information to secure reimbursement to you from your insurance company for the monies being withheld for construction of the detour on your estimate". It is not our intention to reimburse Stach Construction for any monies the State may have withheld,for in this case we insure liability. We repeat----we are prepared and ready to reimburse the State for any costs reasonable, justifiable and honest that the State may have incurred in connection with the construction of the temporary detour.

We again urgently request that the State immediately reimburse Stach Construction Co. for the $15,000. that they have withheld. Thank you.

Very truly yours,

LEWIS H. CLARKE & CO.

Roy J. Morrison

Roy J. Morrison

Auto
Fire
Casualty
Inland Marine

cc - E.H. Ash and St. Paul Co.

RECEIVED
AUG 24 1966
FOR FILING

FORM E-20 (OM) 7-64 SP*6229-734

105-112
6800

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1966

To: Mr. Floyd A. Query
Secretary

B U I L D I N G

SUBJECT: File R-37828 - Anna Caughell, et al
White Bridge Section
Powers Highway

AGENDA
JUL 14 1966
2a

On June 30, 1966, Mr. G. E. Rohde held a telephone conference with Mr. Glenn L. Jackson, Chairman of the State Highway Commission. At that time a resolution authorizing condemnation on subject file was approved. A copy of Mr. Rohde's memo is attached herewith for your records, and we are also attaching the resolution on subject file.

This information is forwarded to you for the proper entry on the records of the Commission. The condemnation resolution will appear on the Recommendation for Condemnation list for the Commission Meeting on July 14, 1966, in order to confirm the authority given by Mr. Jackson on June 30, 1966.

Armand L. Riveness
ARMAND L. RIVENESS
Staff Attorney

bg

Att.

cc G. E. Rohde
F. C. McKinney
D. H. Moehring

Item
for 7-14 agenda
3k

FORM E-90X—80M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1966

To: FILE

SUBJECT: R-37828 - Anna Caughell et al
White Bridge Section
Powers Highway

This date the undersigned explained the circumstances of subject file to Mr. Glenn L. Jackson, Chairman of the State Highway Commission. A contract has been let involving subject file and a permit of entry was secured for a one-acre tract of land on which the contract was awarded. Subsequently another eight-tenths of an acre was found to be necessary for reconstruction of the bridge at this location. At about this time an explosion by the contractor caused the old bridge to collapse and a detour became necessary. Involved in the detour is an area involving at most five-tenths of an acre. The manager of the property, Jack Caughell, on behalf of the owners, has been unwilling to sign an acceptable permit of entry for either the eight-tenths of an acre needed for reconstruction of the bridge or the five-tenths of an acre needed for the temporary detour road. Faced with this situation the contractor has been unable to proceed with his work of building the new bridge.

In light of the circumstances, Mr. Jackson was requested to approve the necessity of acquiring the properties mentioned above and to authorize immediate condemnation action for acquiring the same. Mr. Jackson authorized this.

A condemnation resolution will be prepared and presented at the next commission meeting for confirmation of the authority given by Mr. Jackson this date.

G. E. ROHDE
Chief Counsel

ALR:al

cc: Floyd Query
Frank C. McKinney
D. H. Moehring

File No. R-37828
Owners: Anna Caughell, et al
Use: The following described real property is necessary for right of way purposes for the reconstruction, improvement and maintenance of the White Bridge Section of the Powers Highway, to wit:

Said real property is described as Parcel Nos. 1 and 2 on the attached sheet marked "File No. R-37828", and by this reference made a part hereof.

It is necessary to acquire a temporary easement across the following described real property for the construction, operation and maintenance of a detour road so that the White Bridge Section of the Powers Highway may be properly reconstructed, improved and maintained. The State Highway Commission is not seeking to acquire fee simple title to the said real property, nor to prevent the owners, their heirs and assigns, from the full use and domain thereof; provided, however, that such use shall not be permitted to interfere with the purpose for which this easement is obtained. This easement shall automatically terminate upon completion of the construction of the highway facility, or on January 14, 1967, whichever is the earlier. The real property across which this easement is required is described as follows, to wit:

Said real property is described as Parcel No. 3 on the attached sheet marked "File No. R-37828", and by this reference made a part hereof.

EXHIBIT A
Page 1

File No. R-37828

PARCEL 1

A parcel of land lying in Lot 6 of Section 11, Township 31 South, Range 12 West, W. M., Coos County, Oregon; the said parcel being that portion of said Lot 6 included in a strip of land variable in width, lying on each side of the center line of the Powers Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1255+00 at which Station the Westerly line of said strip of land lies at right angles to said center line, said Station being 2741.60 feet North and 485.24 feet West of the Southeast corner of said Section 11; thence South 68° 04' 30" East, 335 feet; thence on a spiral curve left (the long chord of which bears South 68° 44' 30" East) 200 feet; thence on a 2864.79 foot radius curve left (the long chord of which bears South 70° 46' 47.5" East) 70.49 feet; thence on a spiral curve left (the long chord of which bears South 72° 49' 05" East) 200 feet to Engineer's Station 1263+05.49.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
1255+00		1256+00	40 taper to 160	
1256+00		1258+35	160 taper to 100	
1258+35		1263+05.49	100	
1255+00		1260+35		50
1260+35		1261+05.49		50 in a straight line to 40

The parcel of land to which this description applies contains 1.0 acre, more or less, outside of the existing right of way.

PARCEL 2

A parcel of land lying in Lot 6 of Section 11, Township 31 South, Range 12 West, W. M., Coos County, Oregon; the said parcel being that portion of said Lot 6 lying Southeasterly of a line drawn at right angles to the center line of the relocated Powers Highway at Engineer's center line Station 1255+00 and Southwesterly of Parcel 1.

The center line herein referred to is described in Parcel 1.

The parcel of land to which this description applies contains 0.8 acre, more or less.

ba/sl

File No. R-37828

Parcel No. 3

A parcel of land lying in Section 12, Township 31 South, Range 12 West, Willamette Meridian, Coos County, Oregon, and being a portion of that property described in that certain deed recorded in Book 213, Page 3, Deed Records of Coos County, Oregon; the said parcel being a 60 foot strip of land as laid out on the ground running from Woodward Creek County Road near the East line of Lot 9 of said Section 12 in a southerly direction to a temporary crossing of the South fork of the Coquille River.

The parcel of land to which this description applies contains approximately 0.5 acre, more or less.

RECEIVED
JUL 5 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 28, 1966

To: MEMO TO THE FILES

Routing
Morgan
Barbee
Walker
Glenn
Swan

SUBJECT: White Bridge
Coos County

RECEIVED
JUN 29 1966
CONSTRUCTION
DIVISION

NOTED
F. B. KLABOE

NOTED
R. L. PORTER

On June 23, 1966, at approximately 10:50 AM, I received a radio call from Roseburg advising me that White Bridge had fallen down as a result of the contractor's operation. At the time I received this message I was on Canyon Mountain with W. N. Hacklemen, Resident Engineer. I immediately returned to the Division Office and had a short conference with Mr. Chandler, Mr. Gunter and Mr. Everton regarding the steps to be taken to restore traffic.

Upon arriving at the job and making a quick inspection of the damage, it was decided that the quickest method of restoring traffic to the City of Powers was by means of a road which would lead up the County road on the northerly side of the Coquille River about ¼ of a mile, then drop down into the Coquille River about ¼ of a mile. At this point we could use an old road from the river, across the McKenzie property, back to the highway. In company with Eldon Everton, Howard Roberts, Curt Duval, I asked the Superintendent, Gene, for Stach Construction Company if he had the equipment and the manpower available to construct the necessary access road to restore the traffic on the highway. He advised me that he did not, and I in turn advised him that we had the men and equipment ready at hand and that we would proceed with State Forces and rented equipment that was available in the area to construct this access road in order to restore traffic. He was further advised that the collapse of White Bridge was the result of their shooting for the footing at Bent No. 4 and that they would be held responsible for all the work necessary to restore and maintain a road around White Bridge. The Superintendent said that he had talked to Henry Stach and that he had been told to cooperate in any way with the State Highway Department in getting traffic restored.

John Gunter took over making arrangements to have the Extra Gang moved in, also two D-8 cats and a loader from Brownie Coldiron, a contractor who was working in the vicinity of Powers. He also contacted the property

RECEIVED
JUN 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

C - Klaboe
- Hunter.

6/29/66
Copy to Young

owners who are being affected by this road work. A Mrs. McKenzie volunteered her property for the construction of this road on the Powers side. She was very cooperative. Mrs. Harris who owns the property on the northerly side of the Coquille River did not give us permission to go down into the river nor up the river across their property. She did not stop us from doing this work however, she did object. It will probably be necessary to work out an agreement with her at a later date. On the McKenzie property we are to supply them with some fencing material in order to contain their stock in the area where we cross their property. There will be some cleanup work necessary at the completion of this job. I left the project at 8:30 PM and the road work was progressing very satisfactorily at that time.

The reasons for the collapse of White Bridge in my opinion are as follows. The contractor in excavating at Bent No. 4 had to drill and shoot the rock adjacent to the south pier for the main span of the wooden truss. He drilled approximately 20 feet vertically at a location approximately ten feet back from the face of the rock bluff. The powder monkey hired by Stach Construction advised me that he had used 450 pounds of stumping powder with eight delays. The material in this rock bluff appears to be quite hard with considerable seams laying approximately horizontal or dipping back slightly from the bluff. There was probably no one thing which caused the bridge to collapse, but a combination of things resulting from the shot. The force of the shot blew out between the seams in the rock in the vicinity of the right hand footing probably causing some movement and even some rotation. The way the shot was pocketed in the rock, it was aimed directly at the side of the bridge and the resulting concussion lifted and shifted a section of deck, causing an overload to the left truss when it settled down. The Superintendent, Gene, said that he observed the deck to lift, probably several inches and when it settled down there was not hesitation as it settled back on the truss, but continued to fall with the truss collapsing. Pictures that were taken verify the location of the righthand footing and the manner in which the deck was moved, indicated how it was lifted or blown to one side from the shot.

Mr. Henry Stach and his insurance adjuster arrived and inspected the damage. Mr. Stach admitted to me that it was his responsibility and he was satisfied in the manner in which we were proceed ing with getting a road into Powers to handle the traffic. I again advised him and his insurance adjuster that this was his responsibility and he would be billed for all of this work.

D. R. Patterson

for John Quiner II
ASS'T DIVISION ENGINEER

JQII:cc
cc: F. D. Morgan
Ivan Merchant
G. E. Rohde

RECEIVED
JUN 30 1966

106-112

6K01

F. B. Klaboe.

PAB RSB 391 6-27-66 4-55PM

TOM EDWARDS
E. S. HUNTER
ATTENTION ALL STATIONS

THE POWERS SECONDARY HIGHWAY WAS OPEN TO TWO WAY TRAFFIC AS OF LATE FRIDAY AFTERNOON.

JOHN L. GUNTER
SB3&..1.61.--.64.

RECEIVED
JUN 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F.B.KLABOE

RECEIVED
JUN 27 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

106-1120

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Roseburg, Oregon
June 23, 1966

Stach Construction Co. Inc.
235 N. Scenic Drive
Grants Pass, Oregon

Gentlemen:

As your superintendent was advised, your operations have this date destroyed the center span and possibly two approach spans on the White Bridge, Contract No. 6800. We will look to you as the responsible party for the cost of the detouring of traffic because of the road closure. You have indicated through your superintendent that he is to cooperate with us and we appreciate this. We cannot, because of the closure, delay any work on construction of a detour around the bridge location, but will keep accurate costs and they will be available to you at any time you wish during the progress of the work. We will expect you at the earliest possible moment to restore traffic over the old bridge.

Very truly yours,

L. R. Chandler
DIVISION ENGINEER

LRC:lf

NOTED
R. L PORTER

cc: Tom Edwards
Ivan D. Merchant

St. Paul Fire & Marine Insurance Co.
c/o Oakridge Insurance Agency Inc.
P. O. Box 406, Oakridge, Oregon 97463

Copy to Cooper & Porter Duke

NOTED
TOM EDWARDS

FORM S-129

RECEIVED
MAY 10 1966

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

6-1120

6811

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 9, 1966

Seach Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon 97526

Gentlemen:

The State Highway Commission on **this date** awarded to you State Highway Contract No. **6800** for the following project:

South Fork Coquille River (White)
Bridge Section of the Powers Highway in Coos County.

This award was based on your bid of **$278,225.50** which was submitted to the Commission on **April 28, 1966,** for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc **Frank Morgan**
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
FEB 18 1966

FORM 8-1000 SOM 12-65 84677

FOR FILING
106-1120
6800

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1966

SUBJECT: Proposed Highway Safety Improvement Projects

To: F. D. Klaboe
Asst. State Highway Engineer
B U I L D I N G

Transmitted, herewith, for your use in Safety Improvement Project programming are documentation data for the following projects:

South Fork Coquille River (White) Bridge Section, Power Highway, Coos County.
Jack Creek-Antelope Creek Section, I.O.N. Highway, Malheur County.
Woodworth Acres-Parkdale Section, Hood River Highway, Hood River County.
Pelton Dam Road-Agency Plains Section, Warm Springs Highway, Jefferson County.
McVay O'Xing Section, McVay Highway, Lane County.
Cedar Hills Boulevard Interchange Section, Sunset Highway, Multnomah County.
Ranch Road (Reedsport) O'Xing Section, Oregon Coast Highway, Douglas County.

The McVay O'Xing project is warranted on the basis of high accident experience. The Cedar Hills Boulevard Interchange project is justified on a combined basis of high accident incidents and engineering judgment. The remainder of the above listed projects are justified on the basis of engineering judgment.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

OBJ:djb
Enc.
cc: Tom Edwards

2-18-66
Orig to Young
to handle
with BPR

South Fork Coquille River (White) Bridge

SAFETY IMPROVEMENT PROJECT

Date February, 1966 Highway Powers

Route No. FAS 247 Highway No. 242 M.P. 17.43 to M.P. _____

Urban ☐ Rural ☒

Accidents from 1-63 to 7-65 Average Daily Traffic 620

Total Accidents 1 Persons Injured 0 Persons Killed 0 Accident Rate 3.40

Design Speed - No. Lanes 2 Parking no Type Terrain mountainous

Alignment: Horz. contoured Vert. rolling Shoulders 0-2'

Type of improvement Replace existing 22' wide structure with new 32' wide structure on improved alignment.

Estimated cost of improvement: $ 325,000

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other _____ (State-City)

FAI ___

Remarks: The existing narrow bridge and the curved approaches constitutes an accident potential and log truck traffic on this highway further increases the accident hazard at this location. The wider structure on improved alignment provided by this project will reduce this hazard.

RECEIVED
OCT 26 1965
FOR FILING

106-1120
6800

October 25, 1965

Oregon State Highway Commission

Gentlemen:

There are three bridges on the state highway system that are in need of immediate attention:

1. The White Bridge on the Powers Secondary Highway near Powers is in a bad state of repair and needs to be replaced. The bridge is also substandard as to width (21' 10"). The estimated cost is $325,000.

2. On the Central Oregon Highway about seven miles west of Vale at the Malheur River crossing we have a narrow bridge (horizontal clearance 18') which, in the interest of traffic safety, should be widened and reconstructed. This is estimated to cost $215,000.

3. On the Drain-Yoncalla Secondary Highway in Drain the structure over Elk Creek is dangerously narrow (19' 5") and should be widened. This is estimated to cost $175,000.

I recommend that these three bridge projects, totaling $715,000, be added to the current State Construction Program.

The matter will be on the agenda for your consideration at the November 4 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Klaboe
F. D. Morgan
E. S. Hunter
L. H. Young
C. H. Maison
L. R. Chandler
A. F. Parson

TE:jwa/RLP:ms bg

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

Section WHITE BRIDGE Highway POWERS (FA 247) County COOS

Res. Engr. _____ Approx. Length 0.66 Miles. MP 17.17 to MP 17.83

Truck A.D.T. 117 Traffic Coefficient 8.2 18 kip s.a. per day 82.1.

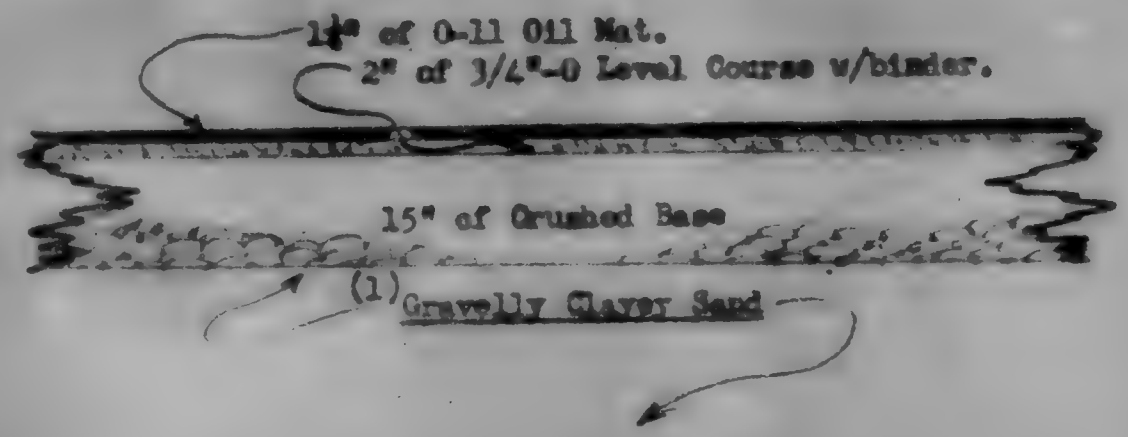
Annual Precipitation _____ Frost Penetration - - - - - - - - -.

(1)
Typical Soil

31	LL
7	PI
73	%P 10
39	%P200
27	%Gravel
17	%C Sand
17	%F Sand
25	%Silt
14	%Clay
45	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-4 (2)

MATERIAL SOURCES:
To be determined by the Engineer.



CBR Total Req.	Credit	Actual Thick.	
	1½	1½	0-11 Oil Mat.
	2	2	Level Course
	15	15	Gr. Base
18	18½	18½	

Proj. 106-1443(2)
Date 2-25-65

RECEIVED
MAR 30 1965
FOR ENGR.

NOTED
LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by [signature] Recommended by [signature]
Staff Assistant Engineer of Materials

Recommended by [signature] Approved by [signature]
Asst. Construction Engineer Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section BROOKS BRIDGE Highway "OTHER ROADS" County _____ Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta._____ to Sta._____ Date _____

Truck A.D.T. See below Traffic Coefficient _____ 18 kip s.a. per day _____.

Annual Precipitation _____ Frost Penetration _____.

(1)
Typical Soil
LL
See PI
Page SP 10
1 SP200
%Gravel
%S Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

Truck ADT	Wear. Surf.	Level	Crushed Base	CBR Total Req.	Credit	Actual Thick.	
30 - 90	1½" 0-11	2"	13"	16½		16½	
8 - 30	1½" 0-11	2"	11"	14½		14½	
1 - 8	1½" 0-11	2"	9"	12½		12½	
Cars Only	1½" 0-11	2"	6"	9½		9½	

AASHO CLASSIFICATIONS:

SECTION: WHITE BRIDGE

HIGHWAY: POWERS (PA 247)

COUNTY: COOS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 900 (Total)

B. Future ADT 1700 (Total)

C. Mean ADT 1300 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 18 (ADT Basis)(Logging Area)

G. Trucks (in one direction) $\frac{F}{2}$ = 9 x (C) 1300 = 117

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 117 x (H) 100 % = 117

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 8.2

SECTION: LITTLE BRIDGE

HIGHWAY: POWERS (FA 247)

COUNTY: COOS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good I Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This project is a short (0.66 mile) section in a remote part of the State with no P.C.C. Pavement in the immediate area.

306-1720 Coquille (2nd St.) Sec. 1966
City Street (Paving)
#6801

014 A 2918

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date January 12, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1966

Contract # 6801 Prefix 306-1720 Survey Prefix 306-1459

Street Second Street

City Coquille

Payments to Contractor .(See attached voucher).....	$ 10,141.91
Engineering and Contingencies.....	1,456.22
Survey.(Total.=.$1,255.67).City's.pro.rata.share.....	----
TOTAL.....	$ 11,598.13
Agreed State Share	11,598.13
Agreed City Share	$ ----
City Advance Deposit	$ ----

Reference: Outside Billing None

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY	CONTRACT NO.	ESTIMATE NO.
COOS	6801	2 fin

HIGHWAY	FEDERAL AID PROJECT NO.
CITY ST	

SECTION: COQUILLE /2ND ST/

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
001	RS-1 ASPHALT IN TACK COAT	TONS	90.0000	2.20
002	CLASS C ASPHALT CONCRETE	TONS	11.9000	835.62

DATE: 10/7 /66 6801	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO.: 5373	% RETAINED ON CONTRACT ITEMS
CHECKED BY: CP/md	FORCE ACCOUNT
ENGINEER OR AUDITOR: B. D. Johnson	TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.	
	6801	2 final	306-1720-201 (41)	84.91 Dr.
	FEDERAL AID PROJECT NO.		306-1720-204 (41)	806.30 Dr.

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ONS	90.0000	2.200	198.00	180.00	18.00
ONS	11.9000	835.623	9,943.91	9,877.00	66.91
TOTAL CONTRACT ITEMS			10,141.91	10,057.00	84.91
% RETAINED ON CONTRACT ITEMS				806.30	806.30
FORCE ACCOUNT					
TOTAL PAYMENTS			10,141.91	9,250.70	891.21

D 11-76

RECEIVED
OCT 27 1966
FOR FILING

306-1720

6801

October 27, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6801 awarded to G. N. Woodward, Inc., for paving on 2nd Street in the City of Coquille in Coos County was completed on August 9, 1966, and accepted by the Highway Commission on October 26, 1966.

Final payment in the amount of $891.21 will be released to the contractor after November 2, 1966. The total contract amount is $10,141.91 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: G. N. Woodward, Inc.
Highway 42
Coquille, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 27 1966
FOR FILING
306-1720
6401

October 26, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 9, 1966, on Contract No. 6401. The contract was with G. W. Woodward, Inc. and was for paving on Second Street in the city of Coquille in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 26, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

FORM C-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Coquille 2nd. Street	WEEK ENDING: September 23, 1966	
	SECTION PREFIX: 306-1720	
HIGHWAY: City Street	COUNTY: Coos	
NAME OF JOB: Coquille 2nd. Street	KIND OF WORK: Paving	
CONTRACTOR: G. W. Woodward, Inc.	CONTRACT NUMBER: 6801	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 9, 1966	DATE WORK STARTED: July 28, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 70	CALENDAR DAYS USED 68
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 97
PROJECT AUTHORIZATION: $ 18,141.75		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 16,851.67	ENGINEERING AUTHORIZATION $ 1,290.08	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 10,141.91	ENGINEERING COST TO DATE $ 1,354.12	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: ~~OVER~~ UNDERRUN 40 %	PERCENT OF AUTHORIZATION 105 %	DATE PROJECT WAS COMPLETED: Aug. 9, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100			
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM		PAVING
MILES IN PROJECT								0.26
MILES PARTIALLY COMPLETED								
MILES COMPLETED								0.26
TOTAL ESTIMATED QUANTITIES (CONTRACT)								1,340 ton
TOTAL QUANTITIES CORRECTED TO DATE								835 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE								12 ton
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

Routing: Morgan, Bond, Walker, Olson, Lichtenwald, Pugsley, Merrick, Trent, Stein, Dick, Olsen

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
SEP 26 1966
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate was submitted to the division office September 21, 1966

FINAL REPORT

Bobby D. Johnson
Resident Engineer

by SIGNED [signature] LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

SCA 2

City of COQUILLE
Oregon
97423

August 25, 1966

NOTED
RICHARD UNREIN

Oregon State Highway Department
P.O. Box 374
Coquille, Oregon

Attention: Bob Johnson, Resident Engineer

Dear Sirs:

This letter is intended to express the acceptance by the City of Coquille of the recently completed asphalt resurfacing of East Second Street from Baxter Street to Gould Street. The resurfacing, together with the widening which had previously been done, has greatly improved the driving qualities of the street and is, I am sure, appreciated by all those motorists who travel the route.

Yours very truly,

Gerald W. Ulett
City Manager

GWU:bs

NOTED
H. S. COX

RECEIVED
SEP 27 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

FORM 8158

RECEIVED
MAY 10 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH H. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

306-1720

6111

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

May 9, 1966

G. Woodward, Inc.
Highway 42
Box 458
Coquille, Oregon

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6801 for the following project:

Paving the Coquille (2nd Street) Section.
City Street. Coos County.

This award was based on your bid of $16,126.00 which was submitted to the Commission on April 28, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

NOTED
H. S. COX

April 28,1966

Mr. G. W. Ulett
City Manager
City Hall
Coquille, Oregon

Dear Mr. Ulett:

On April 28, the State Highway Commission opened bids on the Special City Allotment project on Second Street in Coquille. The low and only bid was submitted by G. W. Woodward of Coquille and the anticipated cost based on the bid is as follows:

Contractor's bid	$16,126.00
Engineering and Contingencies (12½%)	2,015.75
TOTAL ANTICIPATED COST..	$18,141.75

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mr

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

RECEIVED
MAR 19 1966

3-15-Q

306-1720

6801

March 15, 1966

Mr. J. F. Hall
City Recorder
City of Coquille
Coquille, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 2983

Dear Mr. Hall:

We are enclosing for your records a fully executed copy of a Special City Allotment Agreement covering Second Street in the City of Coquille.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section 2ND STREET (FROM BAXTER ST. - GOULD ST.) Highway CITY OF COQUILLE County COOS Prefix 306-1459

Res. Engr. R. D. Johnson Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 3-4-66

Truck A.D.T. 50 Traffic Coefficient 7.4 18 kip s.a. per day 351.

Annual Precipitation 57" (at North Bend) Frost Penetration - - - -

(1) Typical Soil

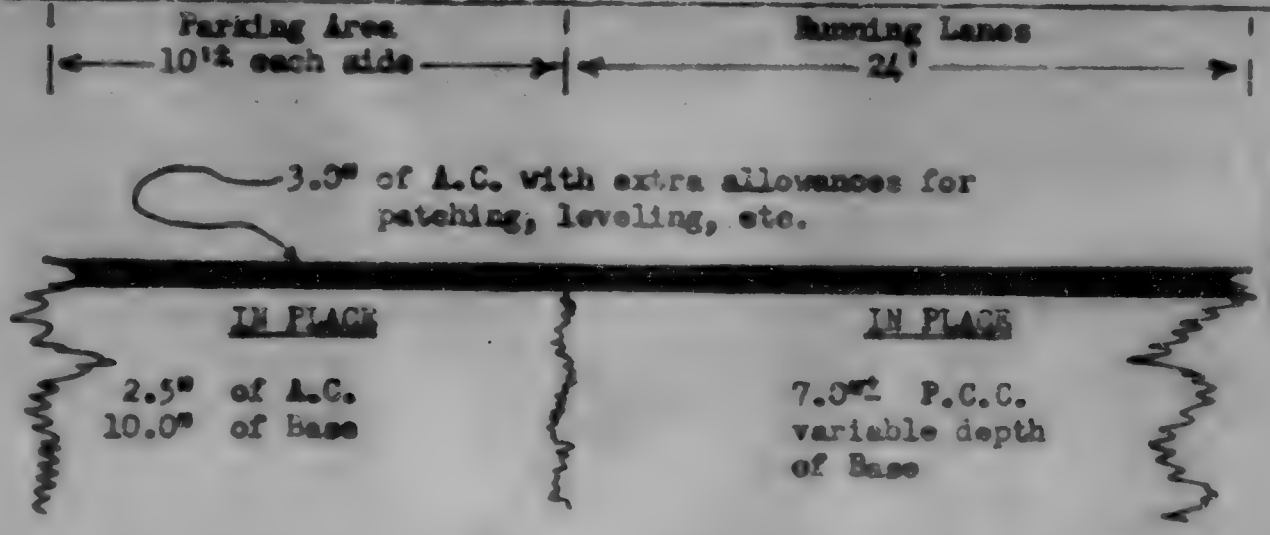
46	LL
9	PI
98	%P 10
82	%P200
2	%Gravel
3	% Sand
13	% Sand
32	%Silt
50	%Clay
12	"R" Value
(	)

AASHO CLASSIFICATION:

A-5 (9)

MATERIAL SOURCES:

To be determined by the Engineer.



CBE Total Req.	Credit	Actual Thick.	
Running Lanes			
	6.0	3.0	A.C.
	14.0	7.0	P.C.C.
	3.0	Variable depth	of Base
23.0	23.0	10.0	
Parking Area			
	6.0	3.0	A.C.
	5.0	2.5	A.C.
	10.0	10.0	Base
23.0	21.0	15.5	

Values assigned various components of the roadway structure are as follows:

1.0"	Asphaltic Concrete "EXISTING"	=	2.0" Crushed Base
1.0"	P.C.C. (Old)	=	2.0" Crushed Base
1.0"	Asphaltic Concrete (Placed 1965)	=	2.0" Crushed Base
1.0"	Base Material	=	1.0" Crushed Base

Submitted by _____ Staff Assistant Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer Approved by _____ Asst. State Highway Engineer

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County-City (2)

SECTION: 2ND STREET

HIGHWAY: CITY OF COQUILLE

COUNTY: COOS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1500 (Total)

B. Future ADT 2500 (Total)

C. Mean ADT 2000 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 2.5% x (C) 2000 = 50

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 50 x (H) 100 % = 50

TRAFFIC COEFFICIENT = K $(I)^{0.119}$

where K = 4.669

= 7.4

SECTION: 2ND STREET

HIGHWAY: CITY OF COQUILLE

COUNTY: COOS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** See attached sheet
2. **Soils Characteristics:** See design chart attached
3. **Weather:** See design chart attached
4. **Performance of Similar Pavements in Area:** Good I Fair _____ Poor _____
   Remarks: When constructed to present O.S.H.D. surfacing thickness standards.
5. **Cost Comparisons:** See remarks

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** Generally A.C. or Oil
7. **Stage Construction:** Not applicable
8. **Depressed, Surface, or Elevated Design:** Surface
9. **Conservation of Aggregates:** Minor importance
10. **Stimulation of Competition:** See remarks
11. **Construction Consideration:** See remarks
12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** City requested A.C.
13. **Traffic Safety:** See remarks
14. **Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes:** Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

This is a short project (0.27± mi.) and the proposed work would be overlaying an existing P.C.C. pavement (24'± width) and a previously widened A.C. Parking Section (10' each side of P.C.C.) with 3.0" of Asphaltic Concrete.

RECEIVED
FEB 23 1966
FOR FILING

306-1730

2-8-66

Prefix No. 306-1459

LOCATION PROSPECTUS
2ND STREET SECTION
CITY OF COQUILLE - COOS COUNTY

HIGHWAY: Second Street from Baxter Street to Gould Street, city of Coquille, not on Federal-aid or State system.

TERMINI: The westerly terminus is at the intersection of 2nd Street and Baxter Street. The easterly terminus is at the intersection of 2nd Street and Gould Street.

LENGTH: 0.27 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for an overlay on existing alignment. Reconnaissance is not necessary. There are no special drainage problems. Soils investigations will be made. The survey need not be tied to the Lambert Grid system. This project is to be constructed with 1966 Special City Allotment funds.

TYPICAL SECTION: The typical section will be a 44-foot curb to curb section.

BASE DESIGN: Paving 2" A. C. Overlay

MATERIALS: Adequate quantities available from commercial sources.

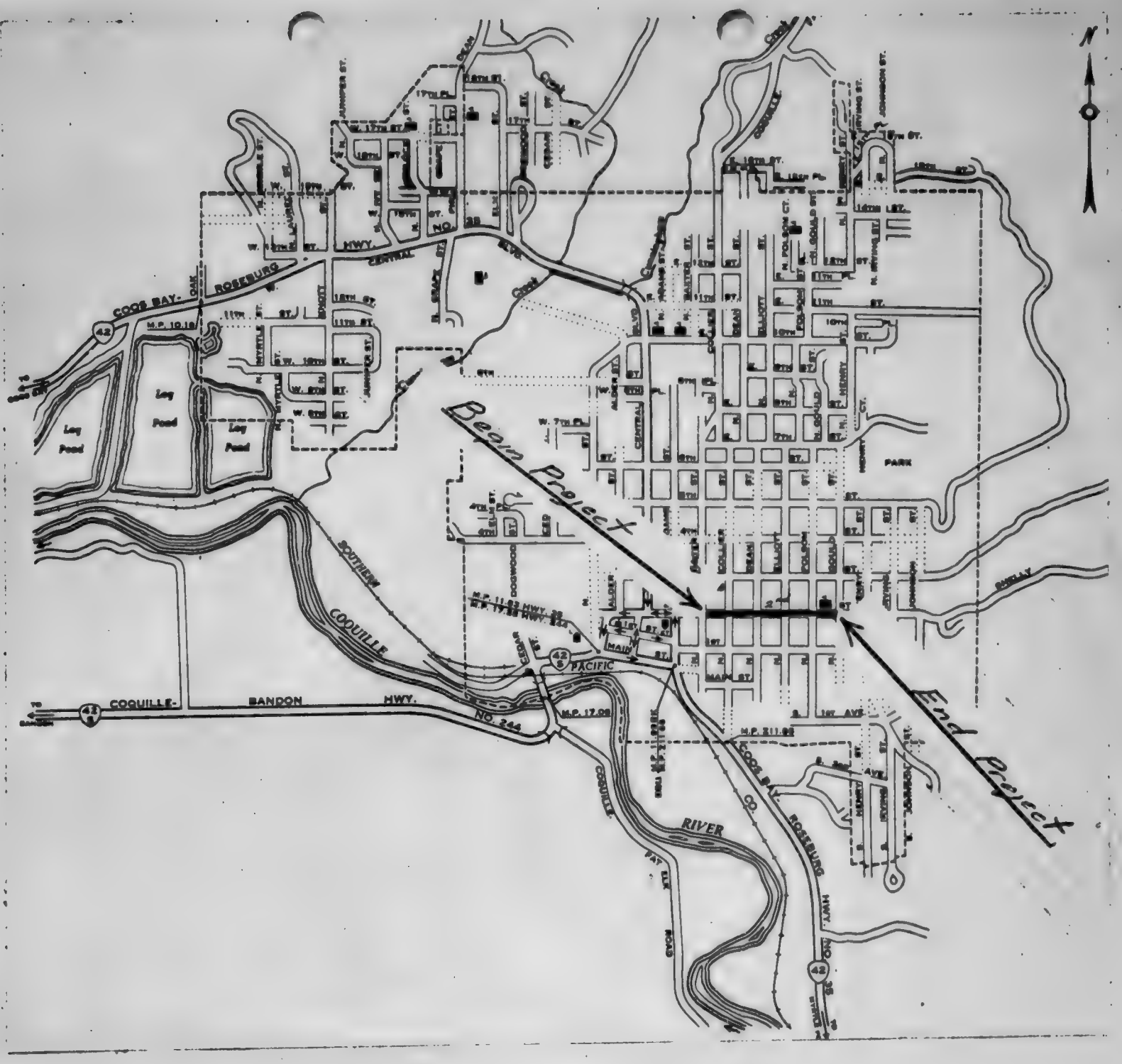
ADDITIONAL FACILITIES: There are no railroad or major stream crossings.

AGREEMENTS: Routine negotiations for a Special City Allotment project.

February 8, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
R. L PORTER
NOTED
FORREST COOPER

RECEIVED
FEB 1 1
OF
STATE HIGHWAY



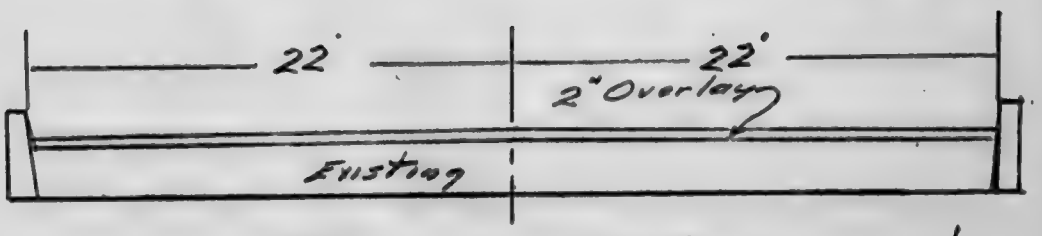
Prospectus Map

2nd Street Section
Baxter St. to Gould St.

City of Coquille

Coos County

1966



Typical Section

Form E-80—3M—3-55

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

ction Baxter - Could Street

Date January 12, 1966

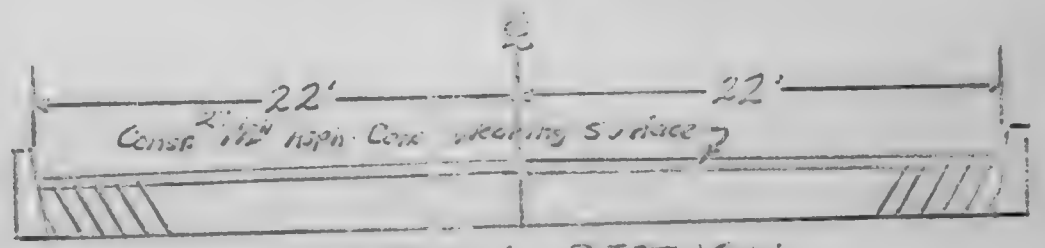
Highway Second Street (City of Coquille)

Authorization No. 1

County Coos Division 3

Survey Prefix 306-1459 (Assigned by Salem office)

Description of termini, route, length, etc.: The west end of the survey is the intersection of Baxter St. and 2nd St. The east end of the survey is the intersection of Could St. and 2nd St. Total length of the survey will be 0.27 miles.



TYPICAL SECTION

Purpose of survey: The purpose of the survey is to prepare plans and estimates for the construction of the proposed project.

1966 Special City Allotment Funds

RECEIVED
FEB 15 1966
ENGINEER
COUNTY & CITY DIVISION

Estimate of cost: Field Survey (901) 0.27 miles @ ~~$4,300.00~~ per mile = $1,620.00
Plans (905) 420.00
Soils (910) 200.00

INSTRUCTIONS

Sumbit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 1,700.

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Request made by:

Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

Ass't Construction Engineer

Approved:

Ass't State Highway Engineer

State Printing 83935

December 16, 1965

Mr. J. F. Hall
City Recorder
City Hall
Coquille, Oregon

Dear Mr. Hall:

On December 14 the State Highway Commission approved the City's request for a Special City Allotment project on 2nd Street from Baxter Street to Gould Street, to be constructed from funds authorized by ORS 366.805.

The project will consist of placing an asphaltic overlay over the recent improvement by the City. The estimated cost of this project is $11,000, but should the cost of this project exceed $20,000 the City shall pay all costs in excess of $20,000.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

RSC:eb

bc: L. R. Chandler

NO. 4-65 6-23-65

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Coquille is an incorporated city of the State of Oregon and has a population of 4,730 as given by the latest official census; and

WHEREAS, the following streets of said city, East Second Street from North Collier Street to North Gould Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Coquille does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Gerald W. Ulett, City Manager as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 21st day of June, 1965.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

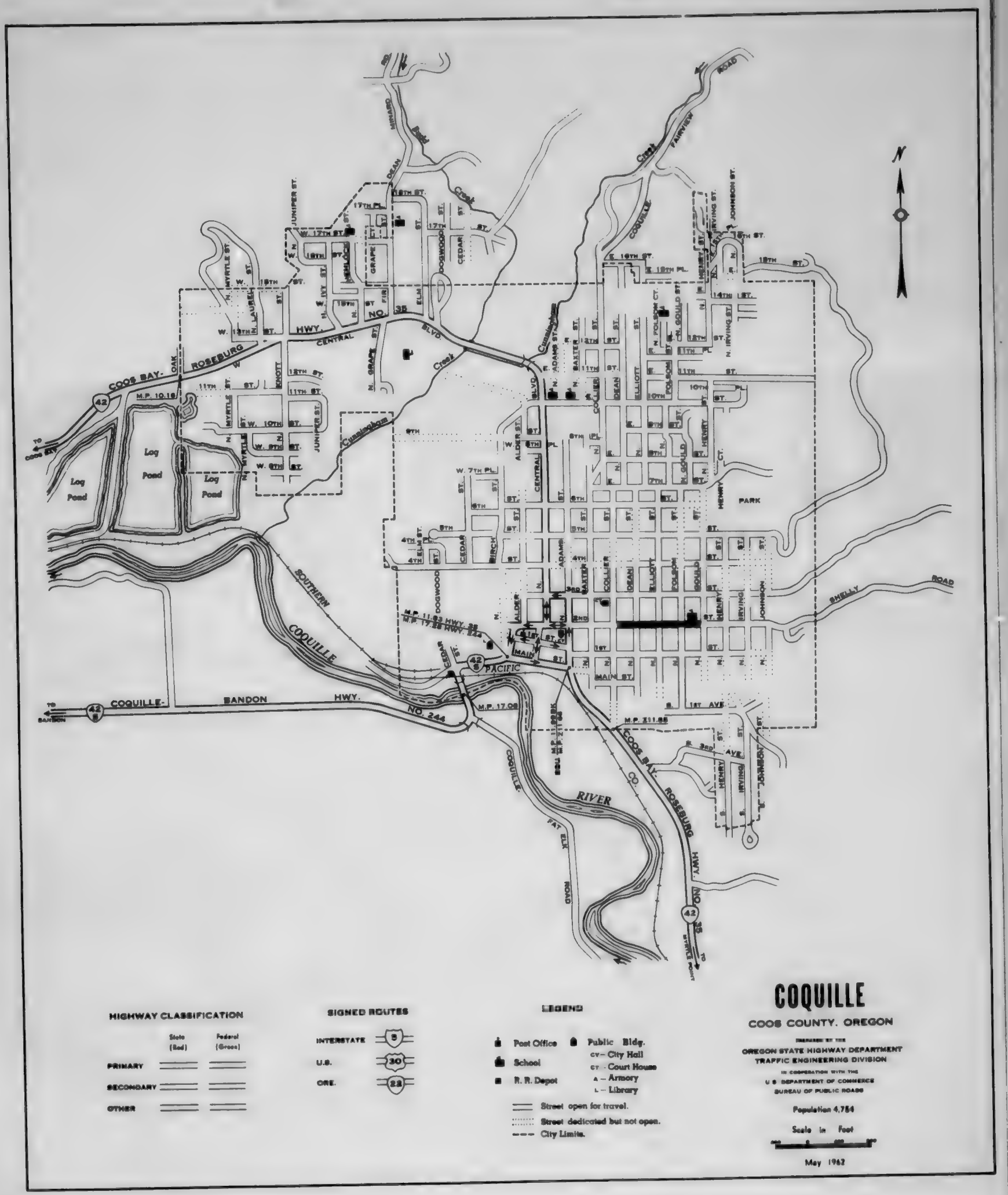
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Coquille at a regular or special meeting of said Council, held on the 21st day of June, 1965, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 23rd day of June, 1965.

L F Hall
City Recorder

(cc-50, 1959 Rev.)



HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY		
SECONDARY		
OTHER		

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

COQUILLE

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,784

Scale in Feet

May 1962

oncall
ection
Grading and Paving

C+A 2952

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 9086

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-12-67	Re-1044		

RECEIVED
JAN 12 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

City of Tuma-lla
City Hall
Tumalla, Oregon 97459

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attn: Mr. Willis Tompkins, City Recorder

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Special City Allotment project on Applegate Avenue, Contract # 4897, awarded by agreement dated February 9, 1966.			
City's advance deposit			1,600.00
As per attached statement:		NOTED P. B. Arensmeier	
Final Cost			21,754.44
Agreed State share			20,000.00
Agreed City share			1,754.44
Balance due			154.44

NOTED
H. S. COX

ACKNOWLEDGMENT OF BILLED REQUEST

City [illegible]

By _____

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-66)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Yoncalla
City Hall
Yoncalla, Oregon 97499
Attention of Mrs. Jettie Thompson, City Recorder

Request No. (assigned by staff engineer or head of division) cc-1044
Date January 11, 1967
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment project on Applegate Avenue, Contract # 6802
Covered by agreement dated February 9, 1966.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's advance deposit		$ 1,600.00
		As per attached statement:		
		Final Cost	$21,758.64	
		Agreed State share	20,000.00	
		Agreed City share		$ 1,758.64
		BALANCE DUE STATE.....		$ 158.64

If payer has made payment for this service, indicate the amount of payment. $.....

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 1,600.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $.....

Give the number of the last previous request in connection with this same service. .....

Credit distribution: 310-1732-295 NOTED RICHARD UNREIN

Submitted by: Richard Unrein

Approved: ..... Division Engineer

Approved: ..... Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

NOTED MAINOR C. HOLMES

NOTED DON HARWELL

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date January 11, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1965

Contract # 6802 Prefix 310-1732 Survey Prefix 310-1490

Street Applegate Avenue

City Yoncalla

Payments to Contractor (See attached voucher).....	$ 19,049.98
Engineering and Contingencies.....	2,541.90
*Survey (Total = $2,261.91) City's pro rata share.....	166.76
TOTAL.....	$1,758.64
Agreed State Share	20,000.00
Agreed City Share	$ 1,758.64
City Advance Deposit	$ 1,600.00
BALANCE DUE STATE	$ 158.64

Reference: Outside Billing co-1044

* $\frac{\text{Construction costs over \$20,000.00} = \$1,591.88}{\text{Construction costs} = \$21,591.88}$ X $2,261.91 = $ 166.76

City share of preliminary engineering = $ 166.76

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: DOUGLAS

CONTRACT NO.: 6802

ESTIMATE NO.: 3Fina

HIGHWAY: CITY ST

FEDERAL AID PROJECT NO.:

SECTION: YONCOLLA /APPLEGATE AVENUE/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	.9500	2,056.50
002	TRENCH EXCAVATION		CU YDS	4.5000	14.70
003	WATERING		M-GALS	4.0000	32.70
004	STONE BASE		CU YDS	3.8500	2,284.00
005	3/4IN-0 MATERIAL IN BASE		CU YDS	3.9500	311.00
006	CLASS B ASPHALT	CONCRETE	TONS	12.5000	449.20
007	8-INCH CULVERT PIPE		LIN FT	2.7500	230.00
008	EXTRA FOR A C CONCRETE	APPROACHES	ONLY	35.0000	18.00

DATE: 08/29/66

6802

PREVIOUS VOUCHER NO.: 5757

CHECKED BY: CP/md

ENGINEER OR AUDITOR: G. H. Worth

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	6802	3Final	310-1732-201 (41) 28.20 Dr. 310-1732-204 (41) 949.78 Dr.
	FEDERAL AID PROJECT NO.		

LEGATE AVENUE/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
CU YDS	.9500	2,056.500	1,953.68	1,927.08	26.60
CU YDS	4.5000	14.700	66.15	66.15	
M-GALS	4.0000	32.700	130.80	129.20	1.60
CU YDS	3.8500	2,284.000	8,793.40	8,793.40	
CU YDS	3.9500	311.000	1,228.45	1,228.45	
TONS	12.5000	449.200	5,615.00	5,615.00	
LIN FT	2.7500	230.000	632.50	632.50	
ONLY	35.0000	18.000	630.00	630.00	
TOTAL CONTRACT ITEMS			19,049.98	19,021.78	28.20
% RETAINED ON CONTRACT ITEMS				949.78	949.78
FORCE ACCOUNT					
TOTAL PAYMENTS			19,049.98	18,072.00	977.98

8/30/66

RECEIVED
SEP 19 1966
FOR FILING

310-1733
1.102

September 16, 1966

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

Contract No. 6802 awarded to Roseburg Paving, Inc., for grading and paving on Applegate Avenue in the city of Yoncalla in Douglas County was completed on July 22, 1966, and accepted by the Highway Commission on September 13, 1966.

Final payment in the amount of $977.98 will be released to the contractor after September 22, 1966. The total contract amount is $19,049.98 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. H. Head, Assistant Secretary

gc

cc: Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 14 1966
FOR FILING

910-175
6802

September 13, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 22, 1966, on Contract No. 6802. The contract was with Roseburg Paving, Inc. and was for grading and paving Applegate Avenue in the city of Roseburg in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 13, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Yoncalla (Applegate Ave.)		WEEK ENDING: August 14, 1966
		SECTION PREFIX: 310-1732
HIGHWAY: City Street		COUNTY: Douglas
NAME OF JOB: Yoncalla (Applegate Ave.)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Roseburg Paving	CONTRACT NUMBER: 6802	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 9, 1966	DATE WORK STARTED: June 21, 1966	ESTIMATED COMPLETION DATE: July 22, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 70	CALENDAR DAYS USED 50
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 72
PROJECT AUTHORIZATION: $ 21,482.43		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 19,954.79	ENGINEERING AUTHORIZATION $ 1,527.64	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 19,021.78	ENGINEERING COST TO DATE $ 2,346.09	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 4.7 %	PERCENT OF AUTHORIZATION 154 %	DATE PROJECT WAS COMPLETED: July 22, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.16	0.16			0.16
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.16	0.16			0.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,300 cy	2,530 cy			430 ton
TOTAL QUANTITIES CORRECTED TO DATE	2,028 cy	2,595 cy			449 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,028 cy	2,595 cy			449 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No
TUESDAY	Work
WEDNESDAY	By
THURSDAY	Contractor
FRIDAY	This Week
SATURDAY	

REMARKS

Semi final Estimate submitted Wednesday.
J. B. Boyd & G. H. Worth inspected project Thursday.
This is the final report on this project unless instructed otherwise.

SIGNED G. H. Worth LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
MAY 10 1966

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

310-1122
1112 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 9, 1966

Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6802 for the following project:

Grading and paving Applegate Avenue in Yoncalla in Douglas County.

This award was based on your bid of $18,995.50 which was submitted to the Commission on April 28, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

Frank Morgan
L. H. Young
C. D. Matthis

May 2,1966

Mrs. Jettie Thompson
City Recorder
City Hall
Yoncalla, Oregon

Special City Allotment Project

Dear Mrs. Thompson:

Receipt of your check in the amount of $1,600.00 as the City of Yoncalla's estimated share of the cost on the Applegate Avenue project is acknowledged. Your prompt action is very much appreciated.

A copy of the contract and plans will be forwarded to you in the very near future.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
Richard Unrein RICHARD UNREIN
Field Engineer

RU:mp

NOTED
DON HARWELL

SCA

NOTED
H. S. COX

April 28, 1966

Mrs. Jettie Thompson
City Recorder
City Hall
Yoncalla, Oregon

Dear Mrs. Thompson:

On April 28, the State Highway Commission opened bids on the Special City Allotment project on Applegate Avenue in Yoncalla. The low bid was submitted by Roseburg Paving Company of Roseburg and the anticipated cost based on the bid is as follows:

Contractor's bid		$18,995.50
Anticipated additional items		100.00
	Total.....	$19,095.50
Engineering and contingencies, 12-1/2%		2,386.94
	Total.....	$21,482.44
City's estimated share of preliminary engineering		110.41
	TOTAL ANTICIPATED COST	$21,592.85

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check to this office in the amount of $1,600 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mm

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

ESTIMATE OF COST

Date _____

Co. No. _____

FAP No. _____

Bridge Ht. _____

Yolo 14 Section
_____ Highway
_____ County

Bids Rec'd. _____

NO.	QUANTITY & UNIT	ITEM	UNIT PRICE	AMOUNT
1	2300 c.y.	General Excavation, Unclassified	1.25	2,875 -
2	16 Ea.	Trench Excavation	5.00	96 -
3	600 M. gal	Watering	3.00	150 -
4	~~2700~~ 2150 c.y.	Stone Base	4.00	~~10800~~ 8600
5	380 c.y.	3/4"-0 Material in Base	4.25	1615 -
6	430 Tons	Class "B" Asphalt Concrete	11.00	4730 -
7	240 Lin. Ft.	8-inch Culvert Pipe	3.25	845 -
8	18 ea.	Extra for A.C. Concrete Approaches	35.00	630 -

RECEIVED
MAR 31 1966
ENGINEER
COUNTY & CITY DIVISION

For Comparison of Bids 19,571 -

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount _____

NOTED
RICHARD UNREIN

Anticipated Additional Items:
FINGGING 100

Sub-Total 19671

Engr. & Cont. (12½ %) 2458.88

Estimated Net Authorization, Constr. 22129.88

RECEIVED
FEB 23 1966
FOR FILING

310-1732

6F02

February 18, 1966

MISC. CONTRACTS and AGREEMENTS No. 2952

Miss Jettie Thompson
City Recorder
City of Yoncalla
Yoncalla, Oregon

Dear Miss Thompson:

We are enclosing for your records a fully executed copy of a $250,000 Fund Agreement covering Applegate Avenue in the City of Yoncalla.

A fully executed copy of the Agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: H. S. Cox
Attn: Don Harwell
(Conformed copy)

NOTED
H. S. COX

MEMO TO FILES
October 28, 1965

SPECIAL CITY ALLOTMENT PROJECT
APPLEGATE AVENUE
YONCALLA, OREGON

On October 27, the undersigned met with Mayor Donald W. Thompson of Yoncalla in regard to the above named project. The mayor was apprised of the fact that the field estimate for this project was approximately $22,900 and that this was increased to approximately $25,600 by our design section due to an increase in quantities that had been overlooked by the field engineer. The basis for these estimates was placing the base material over the existing surface to get a two inch credit on base material, which would result in having a grade line of undesirable height in regard to adjoining property. The aforementioned estimates were for four blocks on Applegate Avenue which would make a complete link between existing good surfaced streets. Our design section also made an estimate for the entire four blocks with a lower and more desirable grade which amounted to approximately $29,600.

NOTED
DON HARWELL

After being apprised of the above mentioned estimates Mayor Thompson decided that it would be in the best interest of the city to cut the project back to three blocks (C Street to Front Street) with a lower grade line if this could be accomplished at an estimated $23,000 or less. The $23,000 figure would be the maximum sized project that the city could finance.

NOTED
RICHARD UNREIN

Richard Unrein

Richard Unrein, Field Engineer
County and City Division

KMM

RU:mn

cc: F. D. Morgan
F. L. Hall

SCA

CITY OF YONCALLA

YONCALLA, OREGON

NOTED
RICHARD UNREIN
This is
intend with field
data delivered to Monadnock

NOTED
H. S. COX

Oct. 14, 1965

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Mr. Richard Unrein
403 State Highway Bldg.
Salem, Oregon

Dear Sir:

The Yoncalla City Council met Oct. 13, 1965 for a regular Council Meeting and your estimate on the cost of Applegate Ave. was discussed. They voted to accept your estimate with you letting the bid for the complete work necessary to be done with the exception of Number 2 and 3 items on the list. These are Salvage & Reinstall Culvert Pipe and Adjust Water Lines.

We hope to hear from you again in the near future.

Thank you very much.

Sincerly,

Jettie Thompson

Jettie Thompson
Recorder.

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OCT 15 19[illegible]
ENGINEER
COUNTY & CITY DIVISION

Oct. 1, 1965

Preliminary Estimate for Thinking
G.T. Thurth

Applegate Ave.
Yoncalla City Street

310-1490
Douglas County

COST ESTIMATE

No.	Item	Unit	Amount	Unit Price	Cost
1.	*General Excavation	C.Y.	610	1.50	$ 915.00
2.	*Salvage & Reinstall Culvert Pipe	Lin.Ft.	33	1.00	33.00
3.	*Adjust Water Lines	All	100%	Lump Sum	100.00
4.	Coarse Crushed Material in Base	C.Y.	2,700	4.00	10,800.00
5.	3/4-0 Material in Base	C.Y.	490	4.25	2,082.50
6.	Sprinkling	M.Gal.	80	3.00	240.00
7.	Class "B" Asphaltic Concrete	Ton	560	11.00	6,160.00
	Total Contract Items				20,330.50
	12½% Engineering and Contingencies				2,541.50
	TOTAL				$22,872.00

* The City desires to perform these items.

Items city wants to perform	$1,179.00
Items to be contracted	19,150.50

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OCT 15 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUL 23 1965
FOR FILING
310-1732
6202

7-20-65

Prefix No. 310-1490

LOCATION PROSPECTUS
APPLEGATE AVENUE SECTION
CITY OF YONCALLA
DOUGLAS COUNTY

HIGHWAY: Applegate Avenue from "D" Street to Front Street, city of Yoncalla, not on Federal-aid or State system.

TERMINI: The westerly end is at the intersection of "D" Street and Applegate Avenue. The easterly end is at the intersection of Front Street (Yoncalla Highway) and Applegate Avenue.

LENGTH: 0.23 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance is not necessary. There are no special drainage problems. The survey need not be tied to the Lambert Grid System. Soils investigations will be conducted. This project is to be constructed with 1965 Special City Allotment Funds.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot shoulders. Construction will be done about the existing centerline.

BASE DESIGN: The approved base design for construction is:

Paving	3" A.C.
Top Course Base	2" Leveling
Bottom Course Base	15" Coarse Base
Total Depth	20"

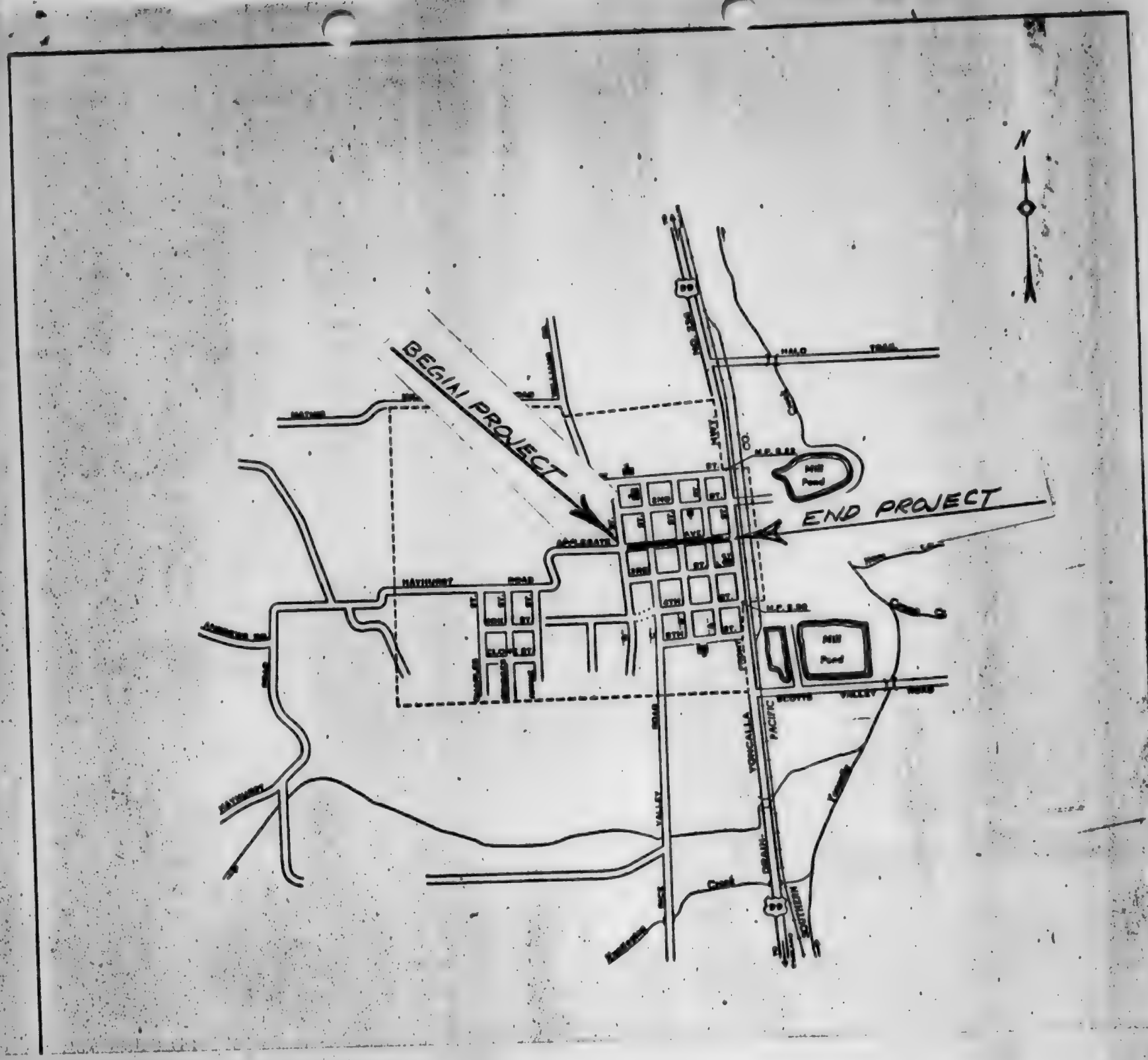
MATERIAL: Adequate quantities available from commercial sources.

ADDITIONAL FACILITIES: There are no railroad or major stream crossings.

AGREEMENTS: Routine negotiations for a Special City Allotment project.

July 20, 1965
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER



TYPICAL SECTION

PROSPECTUS MAP
APPLEGATE AVE. SECTION
CITY OF YONCALLA

DOUGLAS COUNTY

1" = 1600' 1965

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section APPLEGATE AVE., & 5TH STREET Highway YONCALLA CITY STREETS County DOUGLAS Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta._____ to Sta._____ Date 12-4-64

Truck A.D.T. 51 Traffic Coefficient 7.4 18 kip s.a. per day 35.7.

Annual Precipitation 37"+ Frost Penetration - - - - - - - -.

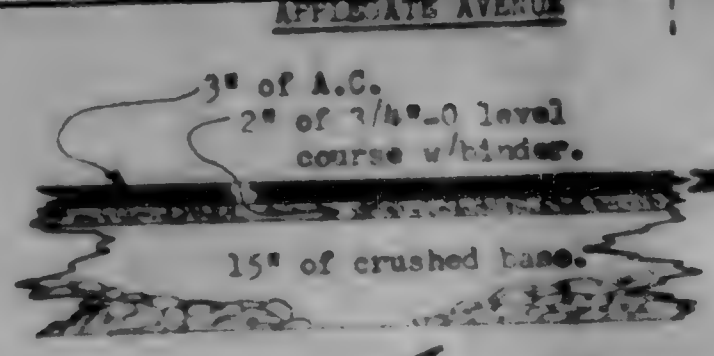
(1)
Typical Soil

34	LL
10	PI
100	%P 10
71	%P200
0	%Gravel
3	%C Sand
20	%F Sand
44	%Silt
33	%Clay
15	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-4 (8)

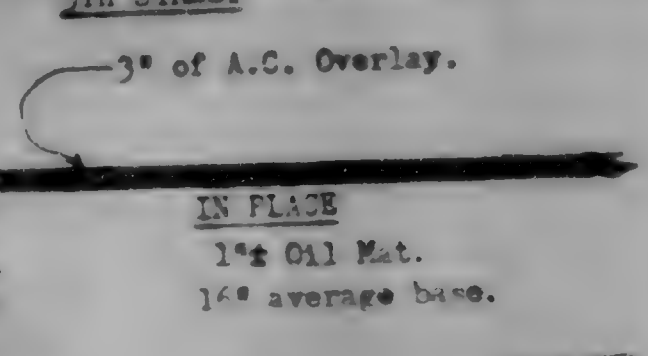
MATERIAL SOURCES:
To be determined by the Engineer.

APPLEGATE AVENUE



(1)
Silty Clay

5TH STREET



NOTED
P. B. Arensmeier

NOTED
R. H. PRANCE

	CBR Total Req.	Credit	Actual Thick.	
APPLEGATE AVE				
		6	3	AC
		2	2	Base
		15	15	Gr Base
	23	23	20	
	XXXXXXX	XXXXXX	XXXXX	XXXXXXXXXXX
5TH STREET				
		6	3	AC
		17 IN PLACE		(Oil & Base)
	23	23		

NOTED
RICHARD UNRUH
10-4-64

RECEIVED
JUN 9 - 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED

ec:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

Submitted by R W Yarbrough
Staff Assistant

Recommended by O A White
Engineer of Materials

Recommended by L C Baker
Construction Engineer

Approved by Rud Hurd
Asst. State Highway Engineer

SECTION: APPLEGATE AVE., & 5TH STREET

HIGHWAY: YONCALLA CITY STREETS

COUNTY: DOUGLAS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 300 (Total)

B. Future ADT 510 (Total)

C. Mean ADT 405 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 25 (ADT Basis)(Practically all logging traffic)

G. Trucks (in one direction) $\frac{F}{2}$ = 12.5% x (C) 405 = 51

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 51 x (H) 100 % = 51

TRAFFIC COEFFICIENT = K $(I)^{0.119}$

where K = 4.668

= 7.4

SECTION: APPLEGATE AVE., & 5TH STREET

HIGHWAY: YONCALLA CITY STREETS

COUNTY: DOUGLAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None Made

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not a consideration
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: Not a problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City of Yoncalla indicated a preference for A.C.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

No cost comparison made as this is a short section and A.C. is more desirable for this particular type construction. See Item 12.

R E S O L U T I O N

2-20-64

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of YONCALLA is an incorporated city of the State of Oregon and has a population of 640 as given by the latest official census; and

WHEREAS, the following streets of said city, _____

APPLEGATE (OR 5TH ST.)

RECEIVED
MAR 12 1964
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of YONCALLA does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate NORMAN STAPLEMAN as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 20TH day of FEBRUARY, 1964.

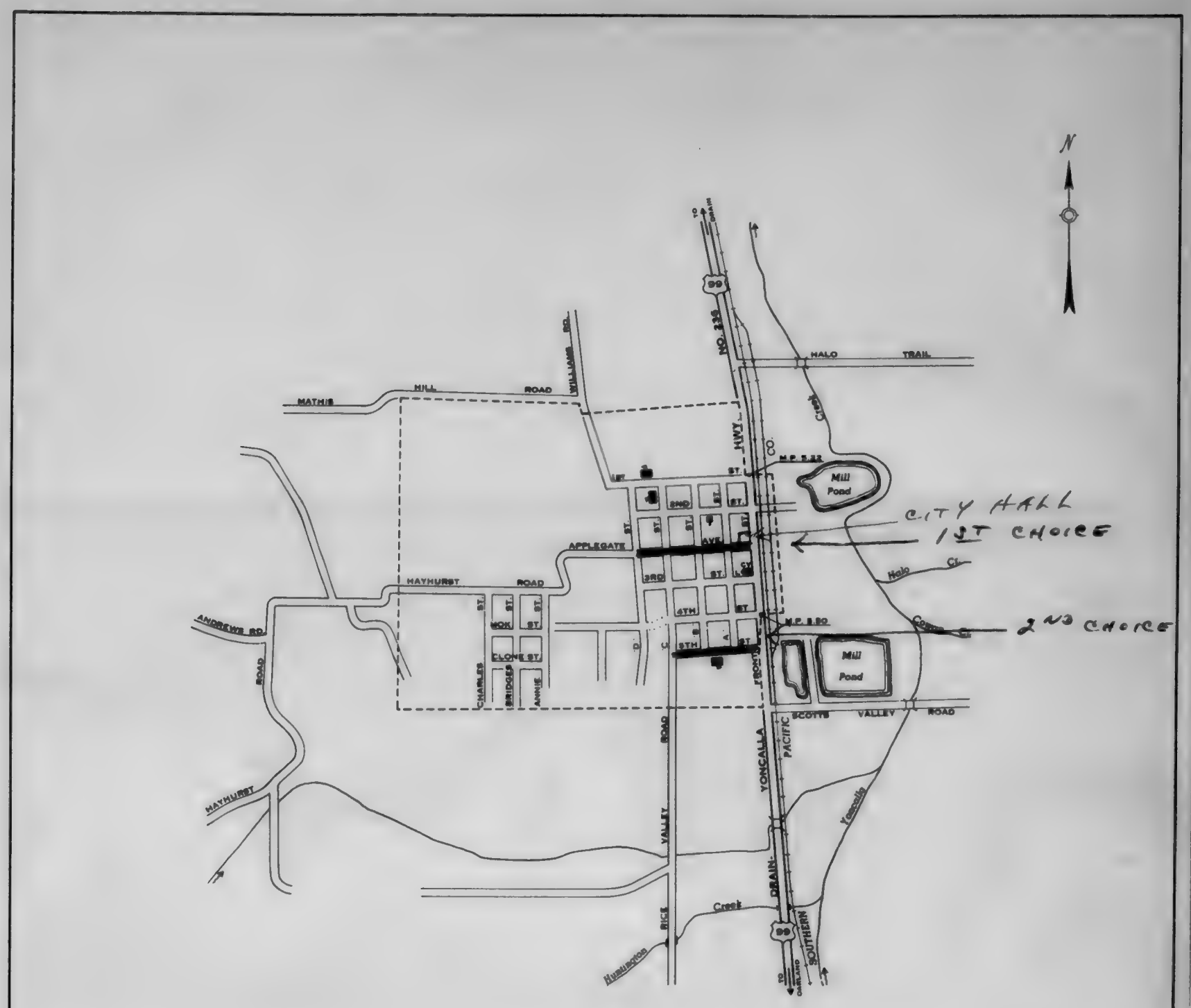
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of YONCALLA at a regular or special meeting of said Council, held on the 20TH day of FEBRUARY, 1964, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 11TH day of MARCH, 1964.

June Bowman
City Recorder

(cc-50, 1959 Rev.)



SIGNED ROUTES

INTERSTATE 0

U.S. 00

ORE. 00

LEGEND

- Post Office
- Public Bldg.
- School
- CH – City Hall
- CT Court House
- A – Armory
- L – Library
- R. R. Depot
- Street open for travel.
- Street dedicated but not open.
- City Limits.

YONCALLA

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 670

Scale in Feet

February 1963

12-1116 John M. T. Edwards, P. 1966
Sec., Com. of Finance
#6503

RECEIVED
MAR 28 1967

12-1116
6813

March 28, 1967

Maryland Casualty Company
Baltimore 3,
Maryland

Gentlemen:

A post-final payment for $1,700 will be made to E.W. Eldridge, Inc., on Contract No. 6803 for structure and grading on the John Day River (Stewarts) Bridge on the John Day Highway in Grant County, as soon as the warrant is prepared.

The total amount paid on this contract will be $153,417.51 including the post-final payment. Of the total $372.25 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc E.W. Eldridge, Inc.
P.O. Box 576
Sandy, Oregon 97055

Baird Little
Yeon Building
Portland, Oregon 97204

C.H. Maison
Attn: John Herr

RECEIVED
MAR 17 1967

FOR FILING
12-1116
6803

March 16, 1967

Maryland Casualty Company
Baltimore 3,
Maryland

Gentlemen:

Contract No. 6803 awarded to E.W. Eldridge, Inc., for structure and grading on the John Day River (Stewarts) Bridge of the John Day Highway in Grant County was completed on December 16, 1966, and accepted by the Highway Commission on March 15, 1967.

Final payment in the amount of $5,122.80 will be released to the contractor after March 29, 1967. The total contract amount is $151,717.51 including $372.25 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc E.W. Eldridge, Inc.
P.O. Box 376
Sandy, Oregon 97055

Baird Little
Yeon Building
Portland, Oregon
C.H. Maison
Attn: John Herr
L.H. Young

RECEIVED
MAR 16 1967
FOR FILING
12-1166
6113

March 15, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed December 16, 1966, on Contract No. 6803. The contract was with E. W. Eldridge, Inc. and was for structure and grading on the John Day River (Stewarts) Bridge Section of the John Day Highway in Grant County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 15, 1967, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
A. F. Parson

srb cm

RECEIVED
APR 12 1967

12-1116
6803

March 15, 1967

No. 7

E. W. Eldridge, Inc.
P. O. Box 576
Sandy, Oregon 97055

Gentlemen:

The State Highway Commission at its meeting on March 14, 1967, considered your request for an extension of time on Contract No. 6803 on the John Day River (Stewarts) Bridge Section of the John Day Highway in Grant County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an additional 17 calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: A. F. Parsen
H. E. Woodward
L. H. Young
I. D. Merchant
C. H. Maisen

RECEIVED
FEB 16 1967
FOR FILING

12-1116

6803

February 15, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 7
March 14, 1967 meeting

Gentlemen:

E. W. Eldridge, Inc., contractor on the construction of the John Day River (Stewarts) Bridge on the John Day Highway in Grant County, Contract 6803, has requested that he be granted an additional 25 calendar days without assessment of liquidated damages.

The contractor cites the following reasons for failure to complete the work on time: inclement weather; inability to obtain adequate work area; interference by State forces in preparing new roadway for traffic; and extra work involved in relocating right-of-way fence.

Inclement weather and the contractor's inability to obtain adequate work area are not reasons for an extension of time under the prevailing circumstances. The contractor's construction operations were delayed for a 15-day period (November 22, 1966, through December 6, 1966) while State forces were constructing the approaches to the new structure and two days were consumed in correcting the right-of-way fence location when the plan location did not meet the actual property description location.

The contract allotted 180 calendar days to complete the work. One hundred and ninety seven days were charged, or a 17-day overrun. The new bridge was complete and in use by traffic prior to the expiration of the allotted time.

Because the contractor was prevented from completing the work within the time allotted by conditions beyond his control,

we recommend that he be granted an additional 17 calendar days without assessment of liquidated damages.

This matter will be on the agenda for your consideration at the March 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
A. F. Parson

CAG:jf bg

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 3 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6803 Contractor E. W. Kldridge, Inc.

Highway John Day

Section John Day River (Stewarts) Bridge

Kind of Work Structure and Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

15 additional calendar days be granted by reason that detour removal work was delayed by State force work and two additional days be granted for additional work required for fencing.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	6803
Project designation	State (State-Federal)
Date awarded	May 9, 1966
Work started	May 31, 1966
Per cent completed	100% Dec. 16, 1966 (Date)
No. of Workdays Allowed	180
No. of Workdays Used	197
No. of Added Workdays Requested	25 ~~205~~

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 12-23-66, 19.....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 205 days, within which to complete our Contract No. 6803, without the assessment of liquidated damages. The said contract is described as follows:

Structure and Grading on the John Day River (Stewarts) Bridge

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached

Respectfully submitted,

E. N. Kirkham, Inc.
Contractor

By Don D. Thompson
Don D. Thompson, Job Manager

CONSENT OF SURETY

Date 12-28, 1966

We, MARYLAND CASUALTY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

By Roy L. Erickson
ROY L. ERICKSON—Attorney-in-fact

(SEAL)

David A. Little
Resident Agent

E. W. ELDRIDGE, Inc.
GENERAL CONTRACTOR
POST OFFICE BOX 98 SANDY, OREGON 97055

June 2nd. Rained hard the night of June 2nd and all day the 3rd of June. Ground too wet to move equipment efficiently.
June 6th, Rained hard in night Ground too wet on June 7th to work but half a day. Equipment stuck in afternoon of June 7th from hard rain in P. M. Were unable to do portions of detour work because telephone company failed to move lines until the 8th of June. Had made earlier repeated requests of telephone company to move lins before June 2nd but they had no crew available.
June 8th. Rained during night. Couldn*t start work, hauling on detour until noon of June 9th as ground was too wet.
June 21st. Started hauling3/4--gravel from State pile 10.7 miles from job; plans designated state barrow area 3.9 miles from job. Material was not available at this site causing us half day loss in trying to locate material.
June 24th. Lost 1/2 day as we had diverted traffic onto detour and started to knock the decking off old Bridge and the State Inspector informed us that we did not have adequate signing to carry traffic through the detour. Spent rest of day looking for signs and installing same. We had not been informed previously as to nature and extent of the signs we would have to have.

From this date on as we were removing the old bridge and starting permanent work we were continually hampered by the fact that the State Highway Department failed to acquire adequate right of way for the contractor to use and also due to the fact that the State Highway Dept. has legal problems with the surrounding property owner,George McKay. We were unable to rent or purchase any ground off the right of way touse as a work and storage area. Since this was the situation we had to complete each operation in it*s entirety before starting another step, which cost us time and money as follows:

During the operation of removing the old bridge we had to dismantle and burn the old bridge completely before we could start any excavation for the piers. If we had been able to rent or purchase additional ground beside the bridge we would have been able to stockpile the timber part of the old bridge and burn or dismantle as we saw fit and during slack time. We feel this cost us 5 work days.

We were constantly hampered in the use of equipment by not being able to turn around unless leaving the job site. Also some of the excavation operations were extremely difficult to accomplish because we had no place to pile the material so that wecould move our equipment around. So in this instance we would have to grade each area as we worked on it before we could move to another one.

When we started driving piling we had no place to store the piling except at far ends of the bridge site so we would have to drag the pilings to the locations as we were driving in order to keep our work road open. This cost us some time and extra money.

All of our material and supplies have had to be strung out down the highway costing us many man hours of time getting it back to bridge location. Also equipment hours. Having to work beside the highway has cost us time and money for flagging and handling traffic while we rehandled these material and supplies for the bridge.

As of Nov. 22nd the bridge was opened for State Equipment to use without any obsttruction as far as our contract is concerned while they built approaches and paved. Also traffic was detoured over the bridge part of the time while they were doing this work.

It was then up to the State forces to complete their work so that traffic could be diverted off the detour onto the new bridge allowing us to remove the detour and complete our work.

RECEIVED
DEPARTMENT OF HIGHWAYS
OKLAHOMA STATE HIGHWAY DEPARTMENT

From the 21st of November to the 27th of November we had extreme weather conditons that ranged from freezing, hard rains and snowing making it impossible for us to work on the surface finishing and painting on the bridge. During this time extension period we had had extreme weather difficulties in trying to complete the surface finishing and painting as follows:

December 3rd and 4th--------Freezing weather
December 7th and 8th------Hard rains
December 8th-----Snow
December 9th and 10th Freezing weather
December 11th 12th and 13th Hard Rain
From the 14th of December to the 22nd of December we had freezing weather and intermitant showers.

We had detour removed by the 14th of December and started building permanent fence. We had dug holes and were ready to pour concrete for posts when the State informed us that we had to move fence to a different location. This cost us four days time as we had to stop fence work until definite location could be determined by State.

We have worked seven days a week except one holiday all through the months of November and December to try and complete this contract on time. We feel we have had to work an excessive amount of overtime hours to try and overcome these hindrances and meet the schedule on this job.

We feel that we have done everything to complete this contract on schedule and feel the time should be extended without penalty.

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: John Day River (Stewarts) Bridge		WEEK ENDING: February 10, 1967
		SECTION PREFIX: 12-1116
HIGHWAY: John Day		COUNTY: Grant
NAME OF JOB: John Day River (Stewarts) Bridge	KIND OF WORK: Bridge Construction	
CONTRACTOR: E. W. Eldridge, Inc.	CONTRACT NUMBER: 6803	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 9, 1966	DATE WORK STARTED: May 31, 1966	ESTIMATED COMPLETION DATE: December 16, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 197
PROJECT AUTHORIZATION: $ 192,781.12	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 109%
EXCLUSIVE OF ENGINEERING: $ 179,072.24	ENGINEERING AUTHORIZATION $ 13,708.88	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 172,664.59	ENGINEERING COST TO DATE $ 13,826.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: UNDERRUN 3.4 %	PERCENT OF AUTHORIZATION 100.8%	DATE PROJECT WAS COMPLETED: December 16, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.15				
MILES PARTIALLY COMPLETED	.15				
MILES COMPLETED	.15				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	900 CY				
TOTAL QUANTITIES CORRECTED TO DATE	542 CY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	542 CY				
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	888A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Sunny			
MONDAY 6	Sunny			
TUESDAY 7	Sunny			
WEDNESDAY 8	Overcast			
THURSDAY 9	Ptly Overcast			
FRIDAY 10	Ptly Overcast			
SATURDAY 4	Sunny			

Routing ... Morgan ... Dorn ... Bartow ... Water ... Clerk ... Supt. ... Misc. ... Marklock ... Trav ... Sam ... Wm ... Litchfield ... Office ...

RECEIVED
FEB 13 1967
HIGHWAY CONSTRUCTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No Activity
MONDAY 6	No Activity
TUESDAY 7	No Activity
WEDNESDAY 8	No Activity
THURSDAY 9	No Activity
FRIDAY 10	No Activity
SATURDAY 4	No Activity

REMARKS

Status: Project was completed December 16, 1967

Semi-Final Being prepared

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
FEB 14 1967
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

SIGNED [signature] LOCATION John Day, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

FORM E-122

RECEIVED
MAY 10 1966
COMM'S'IONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

12-1116

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 9, 1966

E. W. Eldridge, Inc.
P. O. Box 576
Sandy, Oregon 97055

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6803 for the following project:

John Day River (Stewarts) Bridge Section of the John Day Highway in Grant County.

This award was based on your bid of $150,561.00 which was submitted to the Commission on April 28, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

FILED

FOR FILING

12 1116 FORM S-30 SOM 7-64 SP*6228-734

ATT

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1966

SUBJECT: Proposed Highway Safety Improvement Projects

To: F. B. Klaboe
Assistant State Highway Engineer
B u i l d i n g

Transmitted, herewith, for your use in Safety Improvement Project programming are documentation data for the following projects:

Tualatin River Bridge Section, Beaverton-Tualatin Highway, Washington County.

Floras Creek Bridge Section, Oregon Coast Highway, Curry County.

John Day River (Stewarts) Bridge Section, John Day Highway, Grant County.

Elk Creek Bridge Section, Drain-Yoncalla Highway, Douglas County

Mt. Vernon Bridge Section, John Day Highway, Grant County

Mary's River Bridge Section, Corvallis-Newport Highway, Benton County.

Sucker Creek (Oswego) Bridge Section, Oswego Highway, Clackamas County.

The above listed projects are justified on the basis of engineering judgment.

L. E. George
Assistant Traffic Engineer

OBJ:djb

cc: Tom Edwards

Rec'd & giving asking him to program. 5-3-66

RECEIVED
APR 29 1966
STATE HIGHWAY ENGINEER

John Day River (Stewarts) Bridge Section
SAFETY IMPROVEMENT PROJECT

Date April, 1966 Highway John Day

Route No. FAP 5 Highway No. 5 M.P. 134.36 to M.P. --

Urban ☐ Rural ☒

Accidents from 1-1-63 to 6-30-65 Average Daily Traffic 570

Total Accidents 2 Persons Injured 1 Persons Killed 0 Accident Rate 3.85

Design Speed -- No. Lanes 2 Parking no Type Terrain level

Alignment: Horz. --- Vert. ---- Shoulders ---

Type of improvement Replace existing 17', 1" structure with new 32' wide structure

Estimated cost of improvement: $ 235,000

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other _____ (State-City)

FAI ___

Remarks: The existing narrow bridge constitutes a hazard and a location of high accident potential. The wider structure provided by this project should reduce the accident potential at this location.

F-330(5) Highbanks Rd.-57th St (Spring- 1966
field) Sec., Rue.-Springf. Hwy. (Grad.,
#6804 pav., struc., & sign.)

C&A 3074

C&A 3077

C&A 3443

RECEIVED
JUL 26 1968
FOR FILING
F-33015
6804

July 26, 1968

Oregon State Highway Commission

Gentlemen:

To finalize the construction of the McKenzie Highway junction with the Eugene-Springfield Highway completed under Contract No. 6804, it is desirable to landscape this junction.

Our plans call for the planting of native trees and shrubs, such as hawthorn, vine maple and juniper, at a cost of $7,500.

Approval is requested to finance this project from State funds, adding the project to the current State Construction Program and letting it this September.

This matter will be on the agenda for your consideration at the August 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

BG:fw lms

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
C. T. Keasey

Monthly transaction number: 5-63	FORM PR-2A (REVISED 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Lane
Modification number: 1		Project number: F-330(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 17, 19 66, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,052,101	$ 2,062,001
Federal funds	$ 1,303,200.00	$ 1,308,900.00

Other revisions

Refer Paragraph 10 of project agreement:

Parking regulations & traffic control provisions contained in State-City Agreement approved by Highway Commission on April 21, 1966.

This modification is made for the following reasons:

Estimate revised to include structural plate arch.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20 day of May, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J K Lobe

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
R. E. Simpson, Division Engineer

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. F-330(5)

HIGH BANKS ROAD-57TH ST. (SPRINGFIELD) SECTION
OF THE HIGHWAY-SPRINGFIELD RELOCATION IN LANE COUNTY

Revised estimate as a basis for modification of project agreement to include structural plate arch at Sta. 336+82.

Salem, Oregon, May 9, 1960

Type Code (20)
Roadway (Sta. 327+00 to Sta. 470+16.85)(Contract No. (83))

Previous Estimate	Subtotal	$1,278,719.50
Present Estimate Addition		
9'-0" x 4'-8½" Structural Plate Arch at Sta. 336+82	All Required	9,000.00
	Net Change	$ 9,000.00
	Subtotal	$1,287,719.50
	11% Engr. & Cont.	128,771.50
	Total	$1,416,491.00

Length of Roadway	2.602 Miles
Length of Structures	0.111 Miles
Total	2.713 Miles
Cost of Roadway Per Mile	$544,385.47

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,416,491.00	$ 899,000.00	$517,491.00
Structures	645,510.00	409,900.00	235,610.00
	$2,062,001.00	$1,308,900.00	$753,101.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JUN 28 1966
6/28/66
FILING

STATE COPY

6/17/66 A

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6/28/66

FORM PR-2 (REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

PROJECT REPORTING 5

STATE: Oregon

COUNTY: Lane

PROJECT NO. F-330(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

High Banks Road - 57th St. (Springfield) Section, Eugene-Springfield Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-6-66	2.713

OTHER *(Specify)*

Bonneville Power utility adjustment authorized 3-8-66.

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,052,101	$ 1,303,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer JUN 17 1966

Oregon State Highway Department

Federal Aid
Project No. F-330(5)

HIGH BANKS ROAD-57th STREET (SPRINGFIELD) SECTION

OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

Project Agreement Estimate

Salem, Oregon, June 1, 1966

Type : Code 0201
Roadway (Sta. 327+00 to Sta. 470+16.85)(Contract 6804)

Clearing and Grubbing	All Required			$ 145,000.00
Ditch Excavation, Unclassified	3,900	cu.yd.	$1.00	3,900.00
Embankment in Place	718,000	cu.yd.	.60	430,800.00
Toe Trench Excavation, Unclassified	3,960	cu.yd.	1.00	3,960.00
Debris Excavation, Unclassified	15,000	cu.yd.	.40	6,000.00
Finishing Roadbed and Slopes	All Required			7,000.00
Trench Excavation	3,500	cu.yd.	3.00	10,500.00
Special Backfill in Drains	1,360	cu.yd.	5.00	6,800.00
Furnishing and Placing Topsoil	8,500	cu.yd.	.75	6,375.00
Watering	100	M-gal.	3.00	300.00
3/4"- 0 Material in Stone Base	5,900	ton	1.50	8,850.00
Plant-Mix Stone Base	157,000	ton	1.42	222,940.00
Bituminous Base Mixture	15,500	ton	3.07	47,585.00
Asphalt in Bituminous Base	700	ton	32.75	22,925.00
3/4"- 0 Material in Prime Coat	700	cu.yd.	4.50	3,150.00
RC-250 Asphalt in Prime Coat	110	ton	50.00	5,500.00
Class "B" Asphalt Concrete	22,000	ton	5.60	123,200.00
Class "A" Concrete in Arches	120	cu.yd.	50.00	6,000.00
Metal Reinforcement in Arches	8,000	lb.	.13	1,040.00
Loose Riprap	11,800	cu.yd.	4.00	47,200.00
12-inch Culvert Pipe	90	lin.ft.	3.20	288.00
15-inch Culvert Pipe	1,230	lin.ft.	3.80	4,674.00
18-inch Culvert Pipe	590	lin.ft.	4.30	2,537.00
24-inch Culvert Pipe	400	lin.ft.	6.00	2,400.00
27-inch Culvert Pipe	150	lin.ft.	6.80	1,020.00
36-inch Culvert Pipe	170	lin.ft.	9.50	1,615.00
60-inch Culvert Pipe	370	lin.ft.	26.50	9,805.00
48-inch Arch-Type Pipe	90	lin.ft.	22.00	1,980.00
8-inch Storm Sewer Pipe	390	lin.ft.	2.10	819.00
12-inch Storm Sewer Pipe	420	lin.ft.	3.20	1,344.00
8-inch Drain Pipe	7,000	lin.ft.	2.00	14,000.00
Salvaging and Relaying Pipe	66	lin.ft.	3.00	198.00
15-inch Culvert End Sections	6	only	27.00	162.00
18-inch Culvert End Sections	7	only	34.00	238.00
24-inch Culvert End Sections	4	only	47.00	188.00
27-inch Culvert End Sections	2	only	75.00	150.00
36-inch Culvert End Sections	2	only	100.00	200.00
Concrete Inlets, Type G-2M	22	only	250.00	5,500.00
Concrete Inlets, Type GB-1	6	only	250.00	1,500.00
Concrete Curbs	130	cu.yd.	50.00	6,500.00

Concrete Islands	10	cu.yd.	$50.00	$ 500.00
Guide Posts, W-2 Way	56	only	7.50	420.00
Guide Posts, Y-1	24	only	7.50	180.00
Guide Posts, Y-2	80	only	7.50	600.00
Guide Posts, Y-3	2	only	8.00	16.00
Guard Rail	10,300	lin.ft.	2.50	25,750.00
Rail End Pieces	40	only	5.00	200.00
Guard Rail Blocks	800	only	1.50	1,200.00
Extra Guard Rail Posts	66	only	12.00	792.00
Extra for Painting Rails	500	lin.ft.	.10	50.00
Salvaging Type 2 Barricade	330	lin.ft.	.50	165.00
Guard Rail-Salvaged Barricade	330	lin.ft.	1.00	330.00
Type 2 Fence	320	rod	8.00	2,560.00
Signing				
Sign Support Footings	All Required			1,980.00
Pipe Sign Posts	All Required			1,696.00
Single Sign Support	All Required			3,893.00
Double Sign Support	All Required			1,939.00
Painted Wood Sign Posts	All Required			466.00
Type "A" Signs in Place	1,222	sq.ft.	7.75	9,470.50
Type "C","D","E" and "R" Signs in Place	171	sq.ft.	4.00	684.00
Traffic Signal Installation and/or Revision Complete	All Required			33,685.00
				$1,250,719.50
Flagging (57½% of Contractors Cost)	All Required			1,100.00
Seeding and Mulching	All Required			6,250.00
				$ 7,350.00
Utility				
Bonneville Power Admin.	All Required			10,650.00
	Subtotal			$1,278,719.50
	10% Engr. & Cont.			127,871.50
	Total			$1,406,591.00

Type Code X981

Weyerhaeuser R.R. & High Banks Road O'xing (Sta. 339+63.50-344+06.50)
(Bridge Nos. 9067, 9067A)

Shoring, Cribbing, etc.	All Required			$ 20,000.00
Structural Excavation	2,200	cu.yd.	7.00	15,400.00
Structural Excavation Below Elevation Shown	200	cu.yd.	10.00	2,000.00
Class "A" Concrete	All Required			203,000.00
Seal Concrete	440	cu.yd.	35.00	15,400.00
70' to 75' Type 4 Prestressed Beams	11	only	1,700.00	18,700.00
85' to 90' Type 4 Prestressed Beams	22	only	2,050.00	45,100.00
95' to 100' Type 4 Prestressed Beams	22	only	2,300.00	50,600.00
Metal Reinforcement	All Required			60,000.00
Metal Parapet Railing	1,920	lin.ft.	5.50	10,560.00
Preparation of Slopes	700	sq.yd.	2.00	1,400.00

Concrete Slab Riprap	700 sq.yd.	$ 8.00	$ 5,600.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	500 lin.ft.	4.00	2,000.00
6-inch Standard Steel Pipe	300 lin.ft.	15.00	4,500.00
			$ 456,260.00

Type Code X020
McKenzie River Overflow Bridges (Sta. 376+05.82 to Sta.377+50.82)
(Bridge Nos. 9563, 9563A)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	60 cu.yd.	$ 5.00	300.00
Structural Excavation Below Elevation Shown	10 cu.yd.	7.50	75.00
Furnish 10 BP 42 Steel Piling	3,725 lin.ft.	4.50	16,762.50
Drive Steel Piles	76 only	60.00	4,560.00
Splice Steel Piles	20 only	30.00	600.00
Class "A" Concrete in Web Walls	220 cu.yd.	65.00	14,300.000
Class "A" Concrete	All Required		55,000.00
Metal Reinforcement in Web Walls	8,000 lb.	.14	1,120.00
Metal Reinforcement	All Required		28,000.00
Metal Parapet Railing	580 lin.ft.	5.50	3,190.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	90 lin.ft.	4.00	360.00
			$ 127,267.50
			$ 583,527.50
Railroad Protective Cost			3,300.00
		Subtotal	$ 586,827.50
		10% Engr. & Cont.	58,682.50
		Total	$ 645,510.00

Length of Roadway	2.602 miles
Length of Structures (2)	0.111 mile
Total	2.713 miles
Cost of Roadway per mile	$540,580.77

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,406,591.00	$ 893,300.00	$ 513,291.00
Structures	645,510.00	409,900.00	235,610.00
	$2,052,101.00	$1,303,200.00	$ 748,901.00

State Funds for Const.: Chpp. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Bid item for 9'-0"x6'-8½" structural plate arch, Sta. 336+82 for $9,000.00 is not included in the project agreement at this time pending an agreement with the Rainbow Water District. Copies of the Rainbow Water District easement are now on file.

HIGH BANKS ROAD-57th ST. (SPRINGFIELD) SECTION

R.R. PROTECTIVE COST (WEYERHAEUSER CO.)

Watch man,	4 hrs. per day for 3 months		
	Rate $3.10 per hr.	5x88	$ 1,364
	Additives 22%		300
Equipment	(Pickup with radio)		
	Rate $2.50 per hr.	5x88	1,100
Supervision by an Engineer			500
			$ 3,264
	State will stand		$ 3,300

Work by Bonneville Power Administration

Survey	$ 200
Design	300
Material	7,920
Contingency	1,800
Construction	7,300
Removal	2,300
Admin. Overhead	2,980
	$ 22,800
Less Salvage	(2,150)
Total	$ 20,650

Oregon State Highway Department

Federal Aid
Project No. F-330(5)

HIGH BANKS ROAD-57th STREET (SPRINGFIELD) SECTION

OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

PS & E Estimate

Salem, Oregon, March 30, 1966

Type Code 6201
Roadway (Sta. 327+00 to Sta. 470+16.85)

Clearing and Grubbing	All Required			$ 50,000.00
Ditch Excavation, Unclassified	3,900 cu.yds.	$	2.50	9,750.00
Embankment in Place	718,000 cu.yds.		1.10	789,800.00
Toe Trench Excavation, Unclassified	3,960 cu.yds.		1.00	3,960.00
Debris Excavation, Unclassified	15,000 cu.yds.		0.60	9,000.00
Finishing Roadbed and Slopes	All Required			3,500.00
Trench Excavation	4,600 cu.yds.		3.00	13,800.00
Special Backfill in Drains	1,360 cu.yds.		6.00	8,160.00
Furnishing and Placing Topsoil	8,500 cu.yds.		2.50	21,250.00
Watering	100 M-gals.		3.00	300.00
3/4" - 0 Material in Stone Base	5,900 tons		1.85	10,915.00
Plant-Mix Stone Base	157,000 tons		1.85	290,450.00
Bituminous Base Mixture	15,500 tons		4.00	62,000.00
Asphalt in Bituminous Base	700 tons		32.00	22,400.00
3/4" - 0 Material in Prime Coat	700 cu.yds.		4.25	2,975.00
RC-250 Asphalt in Prime Coat	110 tons		45.00	4,950.00
Class "B" Asphalt Concrete	22,000 tons		5.85	128,700.00
Class "A" Concrete in Arches	280 cu.yds.		45.00	12,600.00
Metal Reinforcement in Arches	18,000 lbs.		0.15	2,700.00
Loose Riprap	11,800 cu.yds.		5.00	59,000.00
9'0" x 4'8½" Structural Plate Arch, Sta. 336+82	All Required			10,000.00
10'0" x 5'3" Structural Plate Arch, Sta. 336+42	All Required			12,000.00
12-inch Culvert Pipe	90 lin.ft.		3.75	337.50
15-inch Culvert Pipe	1,230 lin.ft.		4.25	5,227.50
18-inch Culvert Pipe	590 lin.ft.		5.00	2,950.00
24-inch Culvert Pipe	400 lin.ft.		8.00	3,200.00
27-inch Culvert Pipe	150 lin.ft.		9.50	1,425.00
36-inch Culvert Pipe	170 lin.ft.		14.00	2,380.00
60-inch Culvert Pipe	370 lin.ft.		35.00	12,950.00
48-inch Arch-Type Pipe	90 lin.ft.		25.00	2,250.00
8-inch Storm Sewer Pipe	390 lin.ft.		2.50	975.00
12-inch Storm Sewer Pipe	420 lin.ft.		3.25	1,365.00
8-inch Drain Pipe	7,000 lin.ft.		2.50	17,500.00
Salvaging and Relaying Pipe	66 lin.ft.		10.00	660.00
15-inch Culvert End Sections	6 only		35.00	210.00
18-inch Culvert End Sections	7 only		40.00	280.00
24-inch Culvert End Sections	4 only		55.00	220.00
27-inch Culvert End Sections	2 only		65.00	130.00
36-inch Culvert End Sections	2 only		135.00	270.00

Concrete Inlets, Type G-2M	22 only	$ 150.00	$ 3,300.00
Concrete Inlets, Type GB-1	6 only	100.00	600.00
Concrete Curbs	130 cu.yd.	35.00	4,550.00
Concrete Islands	10 cu.yd.	35.00	350.00
Guide Posts, W-2 Way	56 only	8.00	448.00
Guide Posts, Y-1	24 only	8.00	192.00
Guide Posts, Y-2	80 only	8.50	680.00
Guide Posts, Y-3	2 only	9.00	18.00
Guard Rail	10,300 lin.ft.	2.50	25,750.00
Rail End Pieces	40 only	5.00	200.00
Guard Rail Blocks	800 only	1.75	1,400.00
Extra Guard Rail Posts	66 only	10.00	660.00
Extra for Painting Rails	500 lin.ft.	0.25	125.00
Salvaging Type 2 Barricade	330 lin.ft.	1.50	495.00
Guard Rail - Salvaged Barricade	330 lin.ft.	1.50	495.00
Type 2 Fence	320 rod	9.00	2,880.00
Signing			
Sign Support Footings	All Required		1,800.00
Pipe Sign Posts	All Required		2,050.00
Single Sign Support	All Required		3,920.00
Double Sign Support	All Required		2,270.00
Painted Wood Sign Posts	All Required		385.00
Type "A" Signs in Place	1,222 sq.ft.	6.50	7,943.00
Type "C", "D", "E" and "R" Signs in Place	171 sq.ft.	4.00	684.00
Traffic Signal Installation and/or Removal, Complete	All Required		38,200.00
			$1,678,935.00
Flagging (57½ of Contractor's Cost)	All Required		$ 1,100.00
Seeding and Mulching	All Required		6,250.00
			$ 7,350.00
Utility			
Bonneville Power Admin.	All Required		$ 21,000.00
	Subtotal		$1,707,285.00
	10% Engr. & Cont.		170,728.00
	Total		$1,878,013.00

Type Code X981
Weyerhaeuser R.R. & Highbanks Road O'xing (Sta. 339+63.50-344+06.50)

Shoring, Cribbing, etc.	All Required		$ 15,000.00
Structural Excavation	2,000 cu.yds.	$ 6.00	12,000.00
Structural Excavation Below Elevation Shown	200 cu.yds.	10.00	2,000.00
Class "A" Concrete (2,860 cu.yds. @ $80.00)	All Required		228,800.00
Seal Concrete	320 cu.yds.	40.00	12,800.00
70' to 75' Type 4 Prestressed Beams	11 only	1,500.00	16,500.00
85' to 90' Type 4 Prestressed Beams	22 only	1,900.00	41,800.00
95' to 100' Type 4 Prestressed Beams	22 only	2,100.00	46,200.00
Metal Reinforcement (482,200 lbs. @ $0.13)	All Required		62,686.00
Metal Parapet Railing	1,920 lin.ft.	7.00	13,440.00
Preparation of Slopes	700 sq.yds.	2.00	1,400.00
Concrete Slab Riprap	700 sq.yds.	8.00	5,600.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	500 lin.ft.	4.00	2,000.00
6-inch Standard Steel Pipe	300 lin.ft.	12.00	3,600.00
			$ 463,826.00

Type Code X020
McKenzie River Overflow Bridges (Sta. 376+05.82 to Sta. 377+50.82)

Shoring, Cribbing, etc.	All Required		$ 1,000.00
Structural Excavation	60 cu.yds.	$ 6.00	360.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Furnish 10 BP 42 Steel Piling	3,725 lin.ft.	5.00	18,625.00
Drive Steel Piles	76 only	80.00	6,080.00
Splice Steel Piles	20 only	40.00	800.00
Class "A" Concrete in Web Walls	220 cu.yds.	80.00	17,600.00
Class "A" Concrete (992 cu.yds. @ $80.00)	All Required		79,360.00
Metal Reinforcement in Web Walls	8,000 lbs.	0.13	1,040.00
Metal Reinforcement (242,200 lbs. @ $0.13)	All Required		31,486.00
Metal Parapet Railing	580 lin.ft.	7.00	4,060.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	90 lin.ft.	4.00	360.00
			$ 160,871.00
			$ 624,697.00
Railroad Protective Cost			3,300.00
	Subtotal		$ 627,997.00
	10% Engr. & Cont.		62,799.00
	Total		$ 690,796.00

Length of Roadway - - - - - - - - - - -	2.602 Miles
Length of Structures (2)- - - - - - - -	0.111 Mile
Total	2.713 Miles
Cost of Roadway Per Mile - - - - - - -	$721,757.49

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,878,013.00	$1,192,500.00	$685,513.00
Structures	690,796.00	438,500.00	252,296.00
	$2,568,809.00	$1,631,000.00	$937,809.00

HIGH BANKS ROAD-57th ST. (SPRINGFIELD) SECTION

Prestressed Beam Quantities

70' to 75' Type 4 Prestressed Beams

Overhead	All Required		$ 400.00
Class "AA" Concrete	15.3 cu.yds.	$38.00	580.00
Metal Reinforcement	1,214 lbs.	0.12	146.00
Prestress Wire	980 lbs.	0.40	392.00
			$1,518.00
		Use	$1,500.00

85' to 90' Type 4 Prestressed Beams

Overhead	All Required		$ 300.00
Class "AA" Concrete	18.5 cu.yds.	$38.00	703.00
Metal Reinforcement	1,375 lbs.	0.12	165.00
Prestress Wire	1,700 lbs.	0.40	680.00
			$1,848.00
		Use	$1,900.00

95' to 100' Type 4 Prestressed Beams

Overhead	All Required		$ 200.00
Class "AA" Concrete	20.9 cu.yds.	$38.00	794.00
Metal Reinforcement	1,600 lbs.	0.12	192.00
Prestress Wire	2,400 lbs.	0.40	960.00
			$2,144.00
		Use	$2,100.00

HIGH BANKS ROAD-57th ST. (SPRINGFIELD) SECTION

R.R. PROTECTIVE COST (WEYERHAEUSER CO.)

Watchman, 4 hrs. per day for 5 months

Rate $3.10 per hr.	5 x 88	$1,364
Additives 22%		300

Equipment (Pickup with Radio)

Rate $2.50 per hr.	5 x 88	$1,100

Supervision by an Engineer	$ 500
	$3,264
State will stand	$3,300

Oregon State Highway Department

Federal Aid
Project No. F-330(5)

HIGH BANKS ROAD-57th STREET (SPRINGFIELD) SECTION

OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

Revised P.S. & E. Estimate

Salem, Oregon, April 21, 1966

Type Code 6201
Roadway (Sta. 327+00 to Sta. 470+16.85)

Clearing and Grubbing	All Required		$ 50,000.00
Ditch Excavation, Unclassified	3,900 cu.yds.	$ 2.50	9,750.00
Embankment in Place	718,000 cu.yds.	1.10	789,800.00
Toe Trench Excavation, Unclassified	3,960 cu.yds.	1.00	3,960.00
Debris Excavation, Unclassified	15,000 cu.yds.	0.60	9,000.00
Finishing Roadbed and Slopes	All Required		3,500.00
Trench Excavation	3,500 cu.yds.	3.00	10,500.00
Special Backfill in Drains	1,360 cu.yds.	6.00	8,160.00
Furnishing and Placing Topsoil	8,500 cu.yds.	2.50	21,250.00
Watering	100 M-gals.	3.00	300.00
3/4" - 0 Material in Stone Base	5,900 tons	1.85	10,915.00
Plant-Mix Stone Base	157,000 tons	1.85	290,450.00
Bituminous Base Mixture	15,500 tons	4.00	62,000.00
Asphalt in Bituminous Base	700 tons	32.00	22,400.00
3/4" - 0 Material in Prime Coat	700 cu.yds.	4.25	2,975.00
RC-250 Asphalt in Prime Coat	110 tons	45.00	4,950.00
Class "B" Asphalt Concrete	22,000 tons	5.85	128,700.00
Class "A" Concrete in Arches	120 cu.yds.	45.00	5,400.00
Metal Reinforcement in Arches	8,000 lbs.	0.15	1,200.00
Loose Riprap	11,800 cu.yds.	5.00	59,000.00
9'0" x 4'8½" Structural Plate Arch, Sta. 336+82	All Required		10,000.00
12-inch Culvert Pipe	90 lin.ft.	3.75	337.50
15-inch Culvert Pipe	1,230 lin.ft.	4.25	5,227.50
18-inch Culvert Pipe	590 lin.ft.	5.00	2,950.00
24-inch Culvert Pipe	400 lin.ft.	8.00	3,200.00
27-inch Culvert Pipe	150 lin.ft.	9.50	1,425.00
36-inch Culvert Pipe	170 lin.ft.	14.00	2,380.00
60-inch Culvert Pipe	370 lin.ft.	35.00	12,950.00
48-inch Arch-Type Pipe	90 lin.ft.	25.00	2,250.00
8-inch Storm Sewer Pipe	390 lin.ft.	2.50	975.00
12-inch Storm Sewer Pipe	420 lin.ft.	3.25	1,365.00
8-inch Drain Pipe	7,000 lin.ft.	2.50	17,500.00
Salvaging and Re-laying Pipe	66 lin.ft.	10.00	660.00
15-inch Culvert End Sections	6 only	35.00	210.00
18-inch Culvert End Sections	7 only	40.00	280.00
24-inch Culvert End Sections	4 only	55.00	220.00
27-inch Culvert End Sections	2 only	65.00	130.00
36-inch Culvert End Sections	2 only	135.00	270.00
Concrete Inlets, Type G-2M	22 only	150.00	3,300.00
Concrete Inlets, Type G-B 1	6 only	100.00	600.00
Concrete Curbs	130 cu.yds.	35.00	4,550.00

Concrete Islands	10 cu.yds.	$35.00	$ 350.00
Guide Posts, W-2 Way	56 only	8.00	448.00
Guide Posts, Y-1	24 only	8.00	192.00
Guide Posts, Y-2	80 only	8.50	680.00
Guide Posts, Y-3	2 only	9.00	18.00
Guard Rail	10,300 lin.ft.	2.50	25,750.00
Rail End Pieces	40 only	5.00	200.00
Guard Rail Blocks	800 only	1.75	1,400.00
Extra Guard Rail Posts	66 only	10.00	660.00
Extra for Painting Rails	500 lin.ft.	0.25	125.00
Salvaging Type 2 Barricade	330 lin.ft.	1.50	495.00
Guard Rail-Salvaged Barricade	330 lin.ft.	1.50	495.00
Type 2 Fence	320 rods	9.00	2,880.00
Signing			
Sign Support Footings	All Required		1,800.00
Pipe Sign Posts	All Required		2,050.00
Single Sign Support	All Required		3,920.00
Double Sign Support	All Required		2,270.00
Painted Wood Sign Posts	All Required		385.00
Type "A" Signs in Place	1,222 sq.ft.	6.50	7,943.00
Type "C", "D", "E" and "R" Signs in Place	171 sq.ft.	4.00	684.00
Traffic Signal Installation and/or Removal, Complete	All Required		38,200.00
			$1,655,935.00
Flagging, 57½ of Contractor's Cost	All Required		$ 1,100.00
Seeding and Mulching	All Required		6,250.00
			$ 7,350.00
Utility			
Bonneville Power Admin.	All Required		$ 21,000.00
	Subtotal		$1,684,285.00
	10% Engr. & Cont.		168,428.00
	Total		$1,852,713.00

Type Code X981
Weyerhaeuser R.R. & High Banks Rd. O'xing (Sta.339+63.50 - 344+06.50)
(Bridges Nos. 9067, 9067A)

Shoring, Cribbing, etc.	All Required		$ 15,000.00
Structural Excavation	2,200 cu.yds.	$ 6.00	13,200.00
Structural Excavation Below Elevation Shown	200 cu.yds.	10.00	2,000.00
Class "A" Concrete (2,860 c.y. @ $80.00)	All Required		228,800.00
Seal Concrete	440 c.yds.	40.00	17,600.00
70' to 75' Type 4 Prestressed Beams	11 only	1,500.00	16,500.00
85' to 90' Type 4 Prestressed Beams	22 only	1,900.00	41,800.00
95' to 100' Type 4 Prestressed Beams	22 only	2,100.00	46,200.00
Metal Reinforcement (482,200 lbs. @ $0.13)	All Req.		62,686.00
Metal Parapet Railing	1,920 lin.ft.	7.00	13,440.00

Preparation of Slopes	700 sq.yds.	$ 2.00	$ 1,400.00
Concrete Slab Riprap	700 sq.yds.	8.00	5,600.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	500 lin.ft.	4.00	2,000.00
6-inch Standard Steel Pipe	300 lin.ft.	12.00	3,600.00
			$ 469,826.00

Type Code X020
McKenzie River Overflow Bridges (Sta. 376+05.82 to Sta. 377+50.82)
(Bridges Nos. 9563, 9563A)

Shoring, Cribbing, etc.	All Required		$ 1,000.00
Structural Excavation	60 cu.yds.	$ 6.00	360.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Furnish 10 BP 42 Steel Piling	3,725 lin.ft.	5.00	18,625.00
Drive Steel Piles	76 only	80.00	6,080.00
Splice Steel Piles	20 only	40.00	800.00
Class "A" Concrete in Web Walls	220 cu.yds.	80.00	17,600.00
Class "A" Concrete (892 c.y. @ $80.00)	All Required		71,360.00
Metal Reinforcement in Web Walls	8,000 lbs.	0.13	1,040.00
Metal Reinforcement (242,200 lbs. @ 0.13)	All Required		31,486.00
Metal Parapet Railing	580 lin.ft.	7.00	4,060.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	90 lin.ft.	4.00	360.00
			$ 152,871.00
			$ 622,697.00
Railroad Protective Cost			3,300.00
	Subtotal		$ 625,997.00
	10% Engr. & Cont.		62,599.00
	Total		$ 688,596.00

Length of Roadway - - - - - - - - - - - - - - 2.602 mi.
Length of Structures (2) - - - - - - - - - - 0.111 mi.
Total Length - - - - - - - - - - - - - - - - 2.713 mi.
Cost of Roadway per mile - - - - - - - - - - $712,034.20

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,852,713.00	$1,176,500.00	$ 676,213.00
Structures	688,596.00	436,500.00	252,096.00
	$2,541,309.00	$1,613,000.00	$ 928,309.00

HIGH BANKS ROAD-57th ST. (SPRINGFIELD) SECTION

R.R. PROTECTIVE COST (WEYERHAEUSER CO.)

Watchman, 4 hrs. per day for 5 months

Rate	$3.10 per hr.	5 x 88	$1,364
Additives	22%		300

Equipment (Pickup with Radio)

Rate	$2.50 per hr.	5 x 88	$1,100

Supervision by an Engineer	$ 500
	$3,264
State will stand	$3,300

HIGH BANKS ROAD-57th ST. (SPRINGFIELD) SECTION

Prestressed Beam Quantities

70' to 75' Type 4 Prestressed Beams

Overhead	All Required		$ 400.00
Class "AA" Concrete	15.3 cu.yds.	$38.00	580.00
Metal Reinforcement	1,214 lbs.	0.12	146.00
Prestress Wire	980 lbs.	0.40	392.00
			$1,518.00
		Use	$1,500.00

85' to 90' Type 4 Prestressed Beams

Overhead	All Required		$ 300.00
Class "AA" Concrete	18.5 cu.yds.	$38.00	703.00
Metal Reinforcement	1,375 lbs.	0.12	165.00
Prestress Wire	1,700 lbs.	0.40	680.00
			$1,848.00
		Use	$1,900.00

95' to 100' Type 4 Prestressed Beams

Overhead	All Required		$ 200.00
Class "AA" Concrete	20.9 cu.yds.	$38.00	794.00
Metal Reinforcement	1,600 lbs.	0.12	192.00
Prestress Wire	2,400 lbs.	0.40	960.00
			$2,144.00
		Use	$2,100.00

RECEIVED
MAY 9 - 1968

F-330(5)
1114

May 8, 1968

Mr. Claude D. Malone, Jr.
Springfield City Manager
Fourth and A Streets
Springfield, Oregon 97477

Dear Mr. Malone:

Attached is the detailed breakdown of the billing for the City of Springfield's share of traffic signals installed at the 52nd Street intersection with the Eugene-Springfield Highway.

The original engineer's estimates detailed by material and labor show the estimated cost of the 52nd St. signal to be $21,000 and the McKenzie Highway signal to be $17,400. These figures were used to project the final cost of the contractor's bid for installation of both signals.

Additional work by State forces and the contractor as indicated by the attached orders were added to the contract item along with engineering costs.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

CRM:bb
Attachment

TRAFFIC SIGNAL INSTALLATION AT 52ND ST. INTERCHANGE
ON THE EUGENE-SPRINGFIELD HIGHWAY
CONTRACT NO. 6804

	Estimated Cost	Actual Bid (Lump Sum)	Cost of 52nd St. Signal
Signal at 52nd Street	$ 21,000.00	$18,421.48 Split on	
Signal at McKenzie Highway	17,400.00	15,263.52 basis of est.	
	$ 38,400.00	$33,685.00	$18,421.48
CEW #4 Signals Ahead Signs			$ 478.76
SFO # 9 Signals Ahead Signs and Flashers and			
SFO #10 Revise Signal Poles			4,401.19
			$23,301.43
Total cost of Project	$2,058,160.00		
Total Construction Engineering	159,689.24	= 8.41146% of Proj. Cost x $23,301.43	$ 1,959.99
Project Cost (Excluding Const. Engr.)	$1,898,470.76		$25,261.42
Total Preliminary Engineering	$ 69,560.50	= 3.37974% of Total Proj. Cost x $25,261.42	$ 853.77
Total Cost of Project	$2,058,160.00		$26,115.19
City Share 50%			$13,057.59
PA #9 Pole to accommodate city lighting at McKenzie Hwy. (100% city share)			$ 209.00
			$13,266.59

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477

OFFICE OF THE
CITY MANAGER

CITY HALL
FOURTH AND A STREETS
PHONE 746-4426

May 1, 1968

Mr. Forrest Cooper, Engineer
State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. L. H. Young, Office Engineer

Gentlemen:

In my letter to you of April 8, 1968, I questioned the accuracy of Highway Department Invoice No. 94519, covering the installation of traffic signals at 52nd Street and the Eugene-Springfield Highway in Springfield. In the April 15, 1968, response supplied by Mr. L. H. Young, Office Engineer, Springfield's share in the installation was corrected from $21,609.86 to $13,266.59, and notice was received that a revised invoice would be sent. While I appreciate this, I would still like to receive a detailed explanation of costs incurred. You will understand my concern when you note that your invoice figures indicate the 52nd Street signalization to cost $26,533.18, and the Main Street/Eugene-Springfield Highway signalization to cost only $16,686.54. I should think the reverse pro-ration would be more realistic.

Before authorizing payment of any amount in excess of the $12,000 deposit tendered at the beginning of the signalization project, I would like to receive and review copies of all accounting entries pertaining to this agreement between the State Highway Department and the City of Springfield.

Thank you for your help in expediting this review.

Sincerely,

Claude D. Malone, Jr.
City Manager

CDM:mp

RECEIVED
MAY 3 1968
OFFICE ENGINEERING

Salem
Dscrs.

FORM S-1188 REV 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Springfield.
Re 3/26/68 letter from City re final billing on 52nd Ave Interchge, Hwy 227.
(Can't find agree to match this in any of our files.)

March 29, 1968

O. M. Teague
Finance Director
City of Springfield
City Hall
Springfield, Oregon 97477

OSA 3088

Hwy 227

Dear Mr. Teague:

It will be agreeable to us for you to defer payment of the balance of $9,609.86 on our Invoice No. 94519 until after July 1, 1968.

We appreciate being notified of your financial situation in advance.

Very truly yours,

C. H. Maison
Controller

By:

D. B. Taylor
Assistant Controller

DBT:bg

cc: R. L. Porter
L. H. Young
H. S. Cox
John Herr

RECEIVED
MAR 29 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

[redacted]
11.11501 Springfield
cc Young
Copies
3-28-68

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON 97477

OFFICE OF THE
FINANCE DIRECTOR

NOTED
U. S. CO.

REFERRED TO
Adams
BY SECRETARY

March 26, 1968

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Gentlemen:

The final billing on invoice No. 94519 for the 52nd Street Interchange on the Eugene-Springfield Highway, has been received by this office. Your original estimate, low as it was, now leaves us with no other alternative but to request a 90-day moratorium until after July 1, 1968.

The city's present financial status dictates this to be the only possible alternative. We have included $9,609.86 in our 1968-69 budget.

Your consideration of this request is appreciated.

Very truly yours,

N. L. Teague
Finance Director

NLT:id

NOTED
R. L. PORTER

RECEIVED
MAR 28 1968
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAR 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 27 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 29 1968
FOR FILING

F-331(5)

6804

April 29, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $17,600 will be made to Earl L. McNutt Co. & McNutt & Sons, Inc., on Contract No. 6804 for grading, paving, structures, and signing on the High Banks Road-57th Street (Springfield) Section of the Eugene-Springfield Highway in Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,891,395.07, including the post-final payment. Of the total, $17,260.24 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Earl L. McNutt Co. &
McNutt & Sons, Inc.
351½ East Broadway
Eugene, Oregon 97401

bc C. H. Maison
Attn: John Herr

RECEIVED
MAY 16 1968
FOR FILING
F-330(5)
6814

April 24, 1968

#7

Earl L. McHatt Company
and McHatt and Sons, Inc.
351½ East Broadway
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission at its meeting on April 23 considered your request for an extension of time on Contract No. 6804 for work on the High Banks Road-57th Street (Springfield) Section of the Eugene-Springfield Highway in Lane County.

After careful consideration, the Commission granted your request for an increase in the calendar days by 86.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc C. T. Keasey
A. W. Bates
L. N. Young
Frank Morgan
C. H. Maison
Bureau of Public Roads

RECEIVED
APR 19 1968

E-330(5)
6804

April 19, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 7
April 23, 1968 meeting

Gentlemen:

Earl L. McNutt Company and McNutt and Sons, Inc., contractor on the Highbanks Road-57th Street (Springfield) Section of the Eugene-Springfield Highway in Lane County, Contract 6804, has requested an increase of 88 calendar days. The contractor's request is based on overruns in contract bid items and work added to the contract.

The contractor's efforts following the date that the specified calendar days expired were in connection with work added to the contract. The major items that fall in this category are: (1) additional guardrail installation to conform with new safety standards; (2) changing signs to breakaway type; and (3) elimination of roadside hazards within 30 feet of the shoulder edge. Since 88 days were spent on these extra work items, an increase in this amount is justified.

I recommend that the calendar days be increased by 89 which will eliminate all liquidated damages. This is a Federal Aid primary project and we have Bureau of Public Roads' approval.

This matter will be on the agenda for your consideration at the April 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
C. T. Keasey

DES:JAB:nn ss FBK:srb

EARL L. McNUTT
RES. PHONE 344-2095

R. E. (BILL) McNUTT
RES. PHONE 343-3500

ARNOLD LINDELAND
RES. PHONE 344-8567

EARL L. McNUTT CO.

GENERAL CONTRACTORS

351½ EAST BROADWAY AREA CODE 503 PHONE 344-4257
EUGENE, OREGON 97401

BOISE OFFICE
P. O. BOX 1900
AREA CODE 208 342-4150

STANLEY QUIGLEY
RES. PHONE 343-1315
BOISE, IDAHO 83701

March 12, 1968

Re: High Banks Rd.-57th St.
(Springfield) Eugene-Springfield
Highway, Lane County, Oregon
Contract No. 6804

Mr. A. W. Bates
Resident Engineer
Oregon State Highway Dept.
P. O. Box 1023
Springfield, Oregon 97477

Dear Mr. Bates:

There are numerous things which caused this project to run over the allotted time. One of the first that I would like to mention is Price Agreement No. 1 in regard to thrust blocks being placed on the water main in the vicinity of Station 336. This project alone entailed work which held up the fill in that area. Work started on June 20, 1966 and was not completed until July 7, 1966 so this delay was for that period which would be about 17 days delay. As a matter of fact there could probably be more time than that charged because the notes show that as late as the 20th of July there was still some backfilling work going on in that area, so this could go from 17 to 30 days on that item alone. Another item was the increase in the top soil. The quantities changed from 7,755 yards to 23,210 yards and since this top soil must be placed after everything else is done and production on this item was only about 1,000 yards a day, this item alone would justify 15 days actual work days or 21 calendar days.

The riprap item was increased from 10,775 yards to 16,940 yards which in turn would justify 10 days increase in time. Production on riprap averaged 650 yards per day. There were places where riprap held up grading and finishing.

Speaking of the guardrail item, it was quite a thing in itself, it was increased by almost one-third and late in the project which certainly had a very serious effect on the completion time of the project. There were many changes in the guardrail which had to be put in prior to pavement. Quantities increased a great deal and changes in the post spacing, even after much of the guardrail posts were installed necessitated returning to put one in the center in between, which increased the time necessary to do the work. Because of the increase and since it could not be done in the regular manner it caused at least an extra 15 days of time on that item.

The changes in the guardrail delayed the paving. One example is the paving was halted on July 19, 1967, and could not be resumed until August 5, 1967 until the extra guardrail was placed. This cost time and money to move the paver back and forth.

Another item was the High Banks road widening in Price Agreement No. 18. All the grading was completed and the grading equipment moved off the project prior to the approval on this particular item, therefore, it delayed the project because equipment had to be moved back in and some rented. Approval of this Price Agreement No. 18 wasn't received until July 12, 1967 and the work wasn't started on it until July 20, 1967, which was after the July 16, 1967 completion date of the project. It also delayed the paving of the interchange. We feel that at least 7 days should be granted on this item.

Another item is Price Agreement No. 20 which has to do with the 3/4 - 0 crushed material. This increased about 5,000 tons. So this would justify some increase to accomplish this extra work.

Price Agreement No. 24 relating to salvage and reinstall guardrail should carry at least one day to accomplish that work.

Extra Work Order No. 3 was a man-hole which Hamilton Construction handled for which 16 days time is justified.

Extra Work Order No. 6, dated December 27, 1967 was finished on January 12, 1968 entitles us to 16 days time extension. These are things that were not anticipated and were changed in the contract which do not need justification on our part but need to be called to your attention.

Another thing that I would like to mention is that the grading to all intents and purposes was completed in 1966. We did have an unusual winter that definitely had its effect and a very serious effect. The weather delayed our finishing in the spring. It would have been accomplished much, much sooner had it been a normal year. It wasn't the inches of rainfall that did it, it was the way it was distributed, it just continued to rain and never would get dry enough to do the finishing. This is one of the things that probably delayed the project more than any other one item besides all the various changes. There was a lot of overtime work put in on everyone's part. Everyone did their level best to complete the job on time and certainly I am sure that no one can say that the project was not prosecuted with real diligence.

The overall project increased a little more than 12% over the original net quantities anticipated. And this in turn, of course, automatically should justify some increase in calendar day count.

We appreciate your giving this subject your prompt consideration.

Very truly yours,

EARL L. McNUTT CO. and McNUTT & SONS, INC.

R. E. McNutt
Partner

REM/mw
Enc.

EARL L. McNUTT
RES. PHONE 344-2095

R. E. (BILL) McNUTT
RES. PHONE 343-3500

ARNOLD LINDELAND
RES. PHONE 344-8567

EARL L. McNUTT CO.

GENERAL CONTRACTORS

351½ EAST BROADWAY AREA CODE 503 PHONE 344-4257
EUGENE, OREGON 97401

BOISE OFFICE
P. O. BOX 1900
AREA CODE 208 342-4150

STANLEY QUIGLEY
RES. PHONE 343-1315
BOISE, IDAHO 83701

March 12, 1968

Re: High Banks Rd.-57th St.
(Springfield) Eugene-Springfield
Highway, Lane County, Oregon
Contract No. 6804

High Banks Time Extension Recap

Price Agreement #1	17 days	- 11
Topsoil	21 days	4
Riprap	10 days	- 7
Guardrail	15 days	- 17
High Banks Road Widening #18	7 days	
Price Agreement #20 - 3/4" - 0"	1 day	
Price Agreement #24	1 day	1
Extra Work Order #3	16 days	16
Extra Work Order #6	16 days	16
	104 days	
(Increase in Project 12%	49 days)	

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: April 15, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Div Engr, by G. R. Brooks, Dist Engr
Salem, Oregon

SUBJECT: Oregon Project F-330(5)
Highbanks Road - 57th Street (Springfield)
Time Extension

Reference is made to Mr. Klaboe's letter and attachment of March 29 regarding a time extension of 88 calendar days for the Highbanks road - 57th Street project.

Based on delays related to work performed under Article 4-4, Extra Work, you were able to recommend 20 additional calendar days. These 20 days more than offset the 19 individual days after expiration of time during which paving and other regular contract work was performed and completed. The letter stated that during the remainder of the 88 days only extra work under Article 4-4 was performed, most of it associated with safety revisions.

Article 8-8 of the General Special Provisions lists "performance of extra work under Article 4-4" as one of the possible causes beyond the control of the contractor which may be considered in making time adjustments. We concur in your recommendation that contract time of this project be extended by 88 calendar days.

4-19-68

REFERRED TO
Young - Morgan - Mann
STATE HWY. ENGR

RECEIVED
APR 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1968

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Highbanks Rd.-57th St.(Springfield)
Eugene-Springfield Highway
Contract 6804

We have received from Earl L. McNutt Company and McNutt and Sons, Inc., contractor on the subject contract, the attached request for an increase of 88 calendar days. The contractor's request is based on overruns of topsoil, riprap and stone base, plus work added to the contract by price agreement and extra work order.

Attached is a progress chart. Also attached is a tabulation for the period from July 17, through September 8, 1967, showing the progress of various extra work items and regular contract work. The specified 410 calendar days expired July 16, 1967. The tabulation indicates that almost all of the contractor's efforts following that date were in connection with extra work added to the contract. There were 15 days during this period on which the contractor worked on normal contract paving and an additional 4 days when he was involved in contract signing and cleanup work.

The contractor started installation of a multiplate arch conduit on June 20, 1966, but was directed to stop work on June 21, when it was determined that the live water main belonging to the Rainbow Water District to be carried in the conduit would have to be reinforced by thrust blocks. The installation of the thrust blocks was completed July 1, 1966, and work then resumed on the multiplate pipe. This delayed the contractor's performance of subsequent embankment work and, therefore, an extension of 12 calendar days for this period is justified.

Due to an under-estimate of the quantity of riprap required at bridge ends, a price agreement was prepared September 28, 1966, to increase this riprap quantity (5,140 c.y.). The riprap material covered by the price agreement was placed between March 23, and March 28, 1967, and between July 5, and July 7, 1967. This placement delayed contract grading in March and guardrail work in July. The riprap on the east end of the bridges at Station 377 had to be hauled in over the area to be occupied by the 30' channel change. Consequently the channel change and part of the roadbed could not be graded until the riprap was placed in March. Other riprap was placed from the roadbed on the west end of the bridges in July, delaying the guardrail installation. An extension of 8 calendar days is justified.

RECEIVED
MAR 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

The installation of the concrete thrust blocks on the water main and the overrun in riprap covered by price agreements justify a total of 20 calendar days. Following the expiration of the specified calendar days on July 16, there were only 19 days on which normal contract work was performed. All of the remaining work was in connection with 7 price agreements and 2 extra work orders. All were participating and primarily concerned with upgrading the project to current safety standards. Seven of these orders were approved after the specified calendar days expired.

The contract was completed January 12, 1968, at which time 498 calendar days had been used. (Stop work orders were in effect from September 10, through October 1, and from October 18, through December 26, 1967.) This is 88 calendar days in excess of the number allowed and represents $17,600 in liquidated damages based on the rate of $200 per day.

We recommend that the calendar days be increased by 88 which will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension appear to be valid.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB-DES:nn

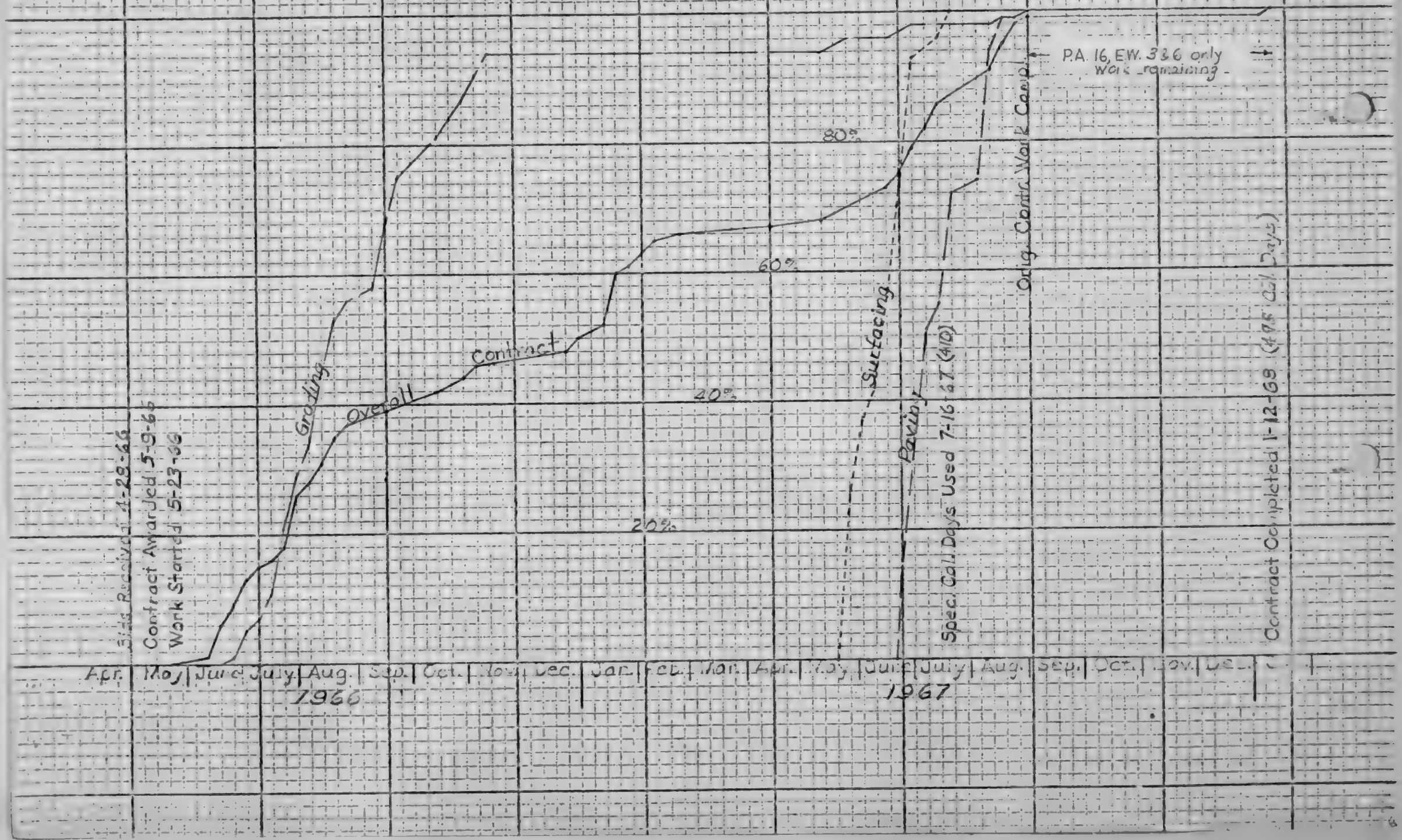
Encs.

cc: L. H. Young

HIGHBANKS RD - 27TH ST. (PROPOSED)
EUGENE - SPRINGFIELD HWY.

Contract 6804 Project F-330(5)

Progress Chart


80%
60%
40%
20%
Grading
Overall Contract
Surfacing
Paving
Orig. Contr. Work Comp.
P.A. 16, E.W. 336 only work remaining
Bids Received 1-28-66
Contract Awarded 5-9-66
Work Started 5-23-66
Spec. Call Days Used 7-16 & T. (410)
Contract Completed 1-12-69 (495 Days)
Apr. | May | June | July | Aug. | Sep. | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Apr. | May | June | July | Aug. | Sep. | Oct. | Nov. | Dec.
1966
1967

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6804 Contractor Earl L. McNutt Co., & McNutt & Sons Inc.

Highway Eugene-Springfield

Section High Banks Rd. - 57th St. (Springfield)

Kind of Work Grading, paving, structures, signing and signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Overrun in riprap, delays caused by water main adjustment, plus work added to the contract justify an increase of 88 calendar days.

Recommended for Approval:

John Edwards II
Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6804
Project designation	F-330(5) State-Federal
Date awarded	5-9-66
Work started	5-23-66
Per cent completed	100% 1-12-68 Date
No. of ~~Workdays~~ Calendar Days Allowed	410
No. of ~~Workdays~~ Calendar Days Used	498
No. of Added ~~Workdays~~ Requested	88

State Printing 27069

E-320 (Rev.)—5M—5-66

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 12, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 410 days to 498 days, within which to complete our Contract No. 6804, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter and other information attached hereto.

Respectfully submitted,

Earl L. McNutt Co. & McNutt & Sons, Inc.
Contractor

By E. L. McNutt
Partner

CONSENT OF SURETY

Date March 12, 1968

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By A. G. Mansfield
Attorney-in-fact (A. G. Mansfield)

MANSFIELD & CO.
By A. G. Mansfield
Resident Agent

(SEAL)

RECEIVED
APR 29 1968

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: April 23, 1968

In reply refer to: 08-35-DA

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-330(5)
Highbanks Road - 57th Street (Springfield) Section
BPA Transmission Line Adjustment

By letter of April 1, 1968 Mr. Morgan requested that the BPA transmission line adjustment near the easterly end of the Highbanks Road - 57th Street project be deleted from this project with the understanding the adjustment will be programmed under a proposed McKenzie Highway - Willamette Highway Section project.

Although the crossing does not physically conflict with the present facility, the adjustment is necessary to make the transmission line crossing comply in full with the accepted "urban" standards stipulated in the National Electrical Safety Code. The interchange plans for the future McKenzie Highway Interchange might affect the line height, but according to the layout sheet approved by this office on April 6, 1967 it will not affect the tower locations. It would appear that preliminary plans for the interchange would have now reached or should soon reach a stage where the utility adjustment could be undertaken without eventual conflict. Also, we understand that proposed construction of the interchange and new roadway construction to the south are not contemplated for several years.

In view of these considerations we believe that utility adjustment should be undertaken without delay either under Project F-330(5) as originally planned or under a separately programmed project.

morgan
Young
4-25-68

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 17 1968
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

F-330(5)
6604

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 12, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-330(5)
Highbanks Road - 57th Street
Rainbow Water District Adjustment

Mr. Litchfield's March 29 and Mr. Preston's April 10, 1968 letters have satisfied the easement restrictions of our April 21, 1966 memorandum. Therefore, you may remove the nonparticipating stipulations for the subject adjustment.

NOTED
F. B. KLABOE

4-17-68

REFERRED TO
Litchfield Young Inman
By Asst. State Hwy. Engr.

RECEIVED
APR 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 1 - 1968

F-330(5)
6404

March 29, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Highbanks Road-57th Street (Springfield) Eugene-Springfield Highway, Project F-330(5)

We have received from Earl L. McNutt Company and McNutt and Sons, Inc., contractor on this project, a request for an increase of 88 calendar days. The contractor's request is based on overruns in contract bid items and work added to the contract by price agreement and extra work orders.

Attached is a tabulation for the period from July 17 through September 8, 1967, showing the progress of various extra work items and regular contract work. The specified 410 calendar days expired July 16, 1967. The tabulation indicates that almost all of the contractor's efforts following that date were in connection with extra work added to the contract. There were 15 days during this period on which the contractor worked on normal contract paving and an additional 4 days when he was involved in contract signing and cleanup work.

The contractor started installation of a multiplate arch conduit on June 20, 1966, but was directed to stop work on June 21, when it was determined that the live water main belonging to the Rainbow Water District to be carried in the conduit would have to be reinforced by thrust blocks. The installation of the thrust blocks was completed July 1, 1966, and work then resumed on the multiplate pipe. This delayed the contractor's performance of subsequent embankment work and, therefore, an extension of 12 calendar days for this period is justified.

Due to an underestimate of the quantity of riprap required at bridge ends, a price agreement was prepared September 28, 1966, to increase this riprap quantity (5,140 cu. yds.). The riprap material covered by the price agreement was placed between March 23, and March 28, 1967, and between July 5, and July 7, 1967. This placement delayed contract grading in March and guardrail work in July. The riprap on the east end of the bridges at Station 377 had to be hauled in over the area to be occupied by the 30-foot channel change. Consequently, the channel change and part of the roadbed could not be graded until the riprap was placed in March. Other riprap was placed from the roadbed on the west end of the bridges in July, delaying the guardrail installation. An extension of 8 calendar days is justified.

The installation of the concrete thrust blocks on the water main and the overrun in riprap covered by price agreements justify a total of 20 calendar days. Following the expiration of the specified calendar days on July 16, there were only 19 days on which normal contract work was performed. All of the remaining work was in connection with 7 price agreements and 2 extra work orders. All were participating and were primarily concerned with upgrading the project to current safety standards. Seven of these were approved after the specified calendar days expired.

The contract was completed January 12, 1968, at which time 498 calendar days had been used. (Stop work orders were in effect from September 10 through October 1 and from October 18 through December 26, 1967.) This is 88 calendar days in excess of the number allowed.

It is our recommendation that the calendar days for this project be increased by 88. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan
L. H. Young
C. T. Keasey

Attachment

DES:nn srb

Form E49x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET ..... OF ..... SHEETS

Highbanks Road-57th Street (Springfield) Section
Job Progress
July 17, through September 8, 1967

Date SP*F34	PA 5 Topsoil	PA 16 B-Away Sign	PA 18 Widen Highbanks	PA 20 3/4"-0	EWO 3 60" CMP	PA 17 GUARD RAIL	PA 23	PA 24	EWO 6	Contract Paving	Other Contr. Work
7-17	X					X				X	
7-18						X				X	
7-19			X			X				X	
7-20	X		X	X		X					
7-21	X			X		X					
7-22											
7-23											
7-24	X					X		X			
7-25	X			X		X					
7-26	X										
7-27	X		X								
7-28	X										
7-29											
7-30											
7-31				X							
8-1	X										
8-2	X		X	X							
8-3	X			X						X	
8-4	X						X			X	
8-5	X						X				
8-6											
8-7	X						X			X	
8-8										X	
8-9			X							X	
8-10	X		X				X			X	
8-11	X		X				X			X	
8-12											
8-13											
8-14							X			X	
8-15							X			X	
8-16			X				X			X	
8-17							X			X	
8-18	X					X				X	
8-19											
8-20											
8-21	X					X					
8-22	X		X								
8-23			X								
8-24			X			X					
8-25						X					
8-26											
8-27											
8-28											
8-29											
8-30		All done after 9-8-67			All done after 9-8-67				All done after 9-8-67		
8-31											
9-1											
9-2											
9-3											
9-4											
9-5											Sign Supp.
9-6											Paint "
9-7											Erect Signs
9-8											Cleanup

RECEIVED
MAR 9 - 1968
FOR FILING
F-330(5)
6814

March 8, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6804 awarded to Earl L. McButt Company and McButt and Sons, Inc., for grading, paving, structures, and signing on the High Banks Road-57th Street (Springfield) Section of the Eugene-Springfield Highway in Lane County was completed on January 12, 1968, and accepted by the Highway Commission on March 7, 1968.

Final payment in the amount of $90,825.76 will be released to the contractor after March 15, 1968. The total contract amount is $1,873,795.07 including $17,260.24 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Earl L. McButt Company
and McButt and Sons, Inc.
351½ East Broadway
Eugene, Oregon 97401

L. H. Young
C. H. Mahson
Attn: John Herr

FORM B-30A—30M—8-66 SP 23800-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 8, 1968

F-330(5)
6804

SUBJECT: BPR Inspection Report
Highbanks Rd.-57th St. (Springfield)
Dated January 25, 1968

To: Mr. F. D. Morgan
Construction Engineer
OFFICE

You ask that I check the paragraph on the second page of this report which refers to smooth pavement.

The report recommends that consideration be given to requiring a method of windrowing and pickup device on the paver to eliminate trucks bumping and exerting pressures against the laydown machine.

The method of windrowing the A.C. mixture and incorporating a pickup machine on the paver is superior to the method where trucks dump into the paver hopper providing it can closely control the size of the windrow and the project is such that long runs of uninterrupted paving exists. In an operation such as this, if plant output is adequate, a windrow of A.C. mix can be maintained ahead of the paver itself thus allowing considerably less stopping and starting of the paver as well as eliminating the bumping and pressures of the trucks as stated in the BPR report. This, of course, tends to add to obtaining a smoother riding surface.

The use of the windrowing and pickup machines on city projects or those where a considerable amount of sharp curves such as intersections and where it is necessary to confine the operations to short runs of paving, is not efficient and therefore not recommended.

I have discussed this with the Specifications Department and requested that they draw up a tentative specification which requires the windrowing and pickup device to be used except at areas such as road approaches or others where its use would be impractical. This specification could be used on selective projects at our discretion.

John H. Walker
Assistant Construction Engineer

JHW:fw
cc: F. B. Klaboe
C. G. Swenson

RECEIVED
MAR 8 - 1968
FOR FILE
F-330(5)
1804

March 7, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed January 12, 1968 on Contract No. 6804. The contract was with Earl L. McNutt Co. and McNutt and Sons, Inc. and was for grading, paving, structures and signing on the High Banks Road-57th Street (Springfield) section of the Eugene-Springfield Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 7, 1968 and that you concur in this procedure at the Commission meeting on April 16, 1968.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. E. Maleen
C. T. Kenney

jes jes

FORM E-123X 10M 6-67

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FEB 19 1968
FOR FILE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILD, MEMBER
HELIX

F-330(5)

6777

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

STATE COPY

NOTED
F.B. KLABOE

February 9, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 6804
Prefix 120-1025
FAP F-330(5)

Dear Sir:

The work under Contract No. 6804, High Banks Rd.-57th St. (Springfield) Section of the Eugene-Springfield Highway in Lane County, was completed on January 12, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 2-13-68

Conditions noted on above date:

None

JJH

A. W. Parsons
Division Engineer

to: Forrest Cooper
L. H. Young

By: G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
FEB 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DEF
Region
Wash DC

F-330(5)

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-8.1)

REGION NO.	REPORT NO.	COUNTY	STATE
3	2	Lane	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
1-25-68	J. J. Hegmann, Area Engineer	F-330(5)

IN COMPANY WITH R. W. Pillsbury, Bridge Engr, M. E. Hewitt, Res Engr, EPR; C. Williams, Asst Div Engr, A. Bayer, Res Engr, C. Ansell, PMS, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Complete	121 %	100 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

HIGHBANKS ROAD - 57th STREET (SPRINGFIELD SECTION)
EUGENE - SPRINGFIELD HIGHWAY
Grading, Paving, Structures and Signing

All work was complete as of January 12, 1968. Total time charged was 498 calendar days, 88 in excess of the specified 410 calendar days. The contractor reportedly is preparing a request for additional time, requesting consideration of extra work orders, and perhaps other factors which may have delayed completion. Except for completion of EWO 6 for connecting guardrail to structures, work was completed October 18, 1967. The project work on EWO 6 was begun on December 27.

Several safety provisions as recommended in the AASHO Special Report on Highway Safety were incorporated into this project by price agreements, extra work orders, and state force orders. Guardrail was extensively flared and post spacings reduced; breakaway posts and mounts were installed under signs furnished for the project; additional guardrail and fencing were installed where warranted; and guardrail was connected to structures - all in accordance with safety standards formulated at the time.

The photographs in the attachment show the two variations of guardrail-bridge connections used. Each appears very satisfactory and should be considered for use in revising existing installations elsewhere. Each is relatively inexpensive and readily obtainable. Installed cost under the EWO for the curved type used with the 2-foot curb was approximately $127 per installation, including $44 for material costs. Respective costs of the straight flush-type were $131 and $28. These are net costs and do not include percentage allowances to the contractor. Labor costs varied because of the drilling operations in the reinforced concrete; it is believed the specifying diamond tipped drills would reduce the labor cost significantly when performed by EWO.

Breakaway bases were not installed at the 52nd Street signalized intersection, but future plans call for upgrading that intersection

RECEIVED
OFFICE OF

EDITION OF 5-60 MAY BE USED

to a diamond interchange. The 52nd Street intersection is the only intersection now in existence on the Springfield-Eugene Highway, and it is recommended that construction of the diamond interchange be scheduled at the earliest practicable date.

Experience with traffic to date indicates that a considerable number of drivers are utilizing the nearly flat median for U-turns. These acts damage the median and endanger all the traveling public. U-turns should be prohibited by signing if necessary and rigidly enforced by enforcement agencies.

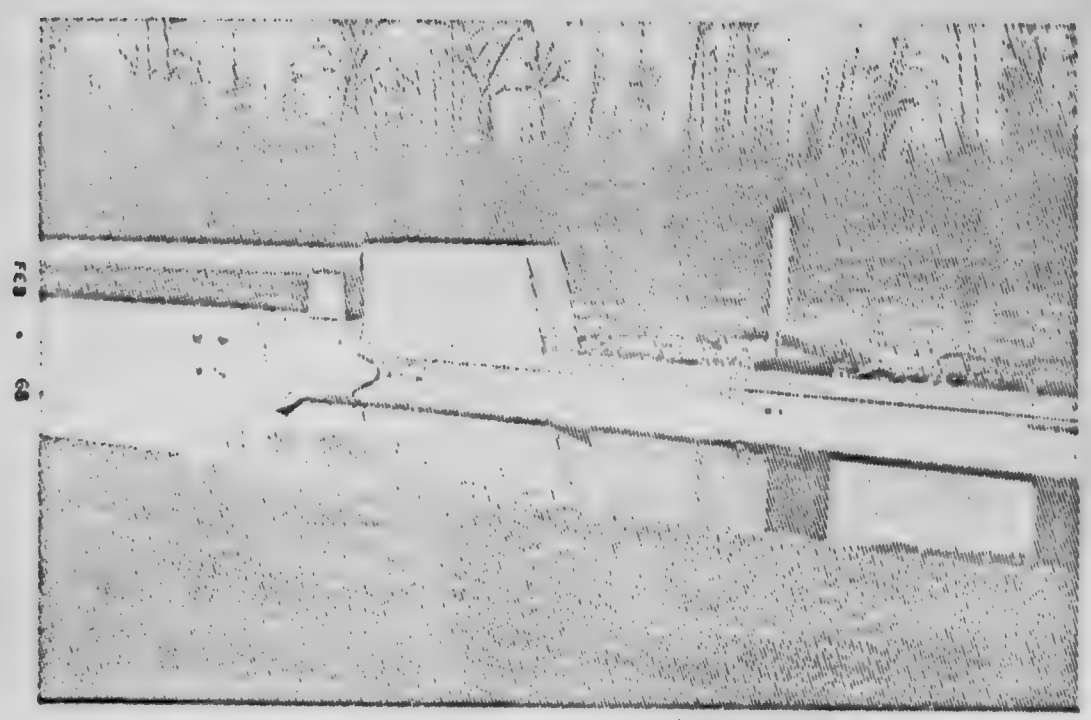
While pavement ride is acceptable and the smoothness within specified tolerances, it is believed that a smoother ride could be obtained if the pavement specifications required that the mix be windrowed and transferred to the laydown machine via a low-lift traveling loader. It was noted on this project, as well as others where larger trucks were utilized for hauling mix, that even with considerable care the exertion and relief of pressure against the laydown machine, as each truck met and subsequently pulled away, caused slight imperfections in the finished surface. It is recommended that consideration be given to requiring the windrowing and loader by specification on future similar projects.

A spot check measurement of pavement width substantially conformed to the typical section dimension.

Laboratory reports covering materials incorporated in this project indicate that they have substantially complied with contract requirements. Resident Engineer Bates advises that verbal interviews indicate compliance with contract labor provisions.

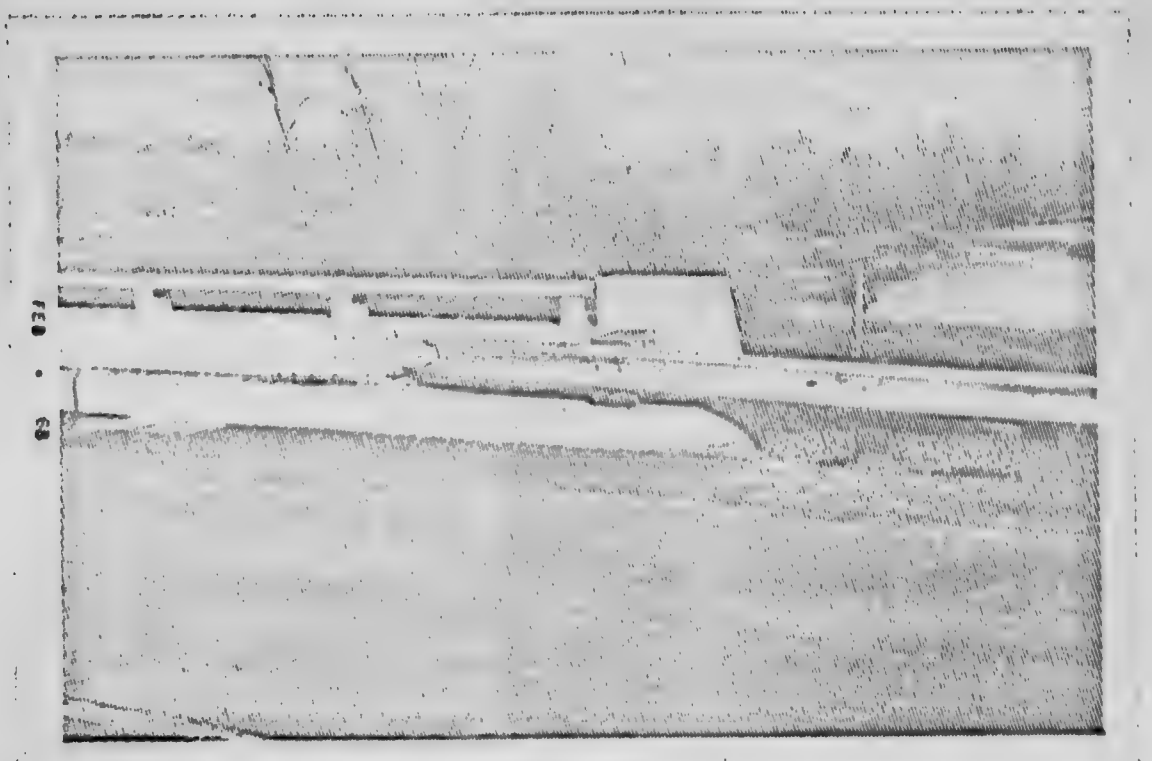
No. 1 - Westbound installation at Sta 378. Structure is 40' C to C. Post spacing was reduced to 6'3" in this section adjacent to hazardous river with 3' 1-1/2" spacing for first and last five posts in a run.

No. 2 - Same installation as above. All rail is blocked-out from posts. Last five posts adjacent to structure are spaced 3' 1-1/2".

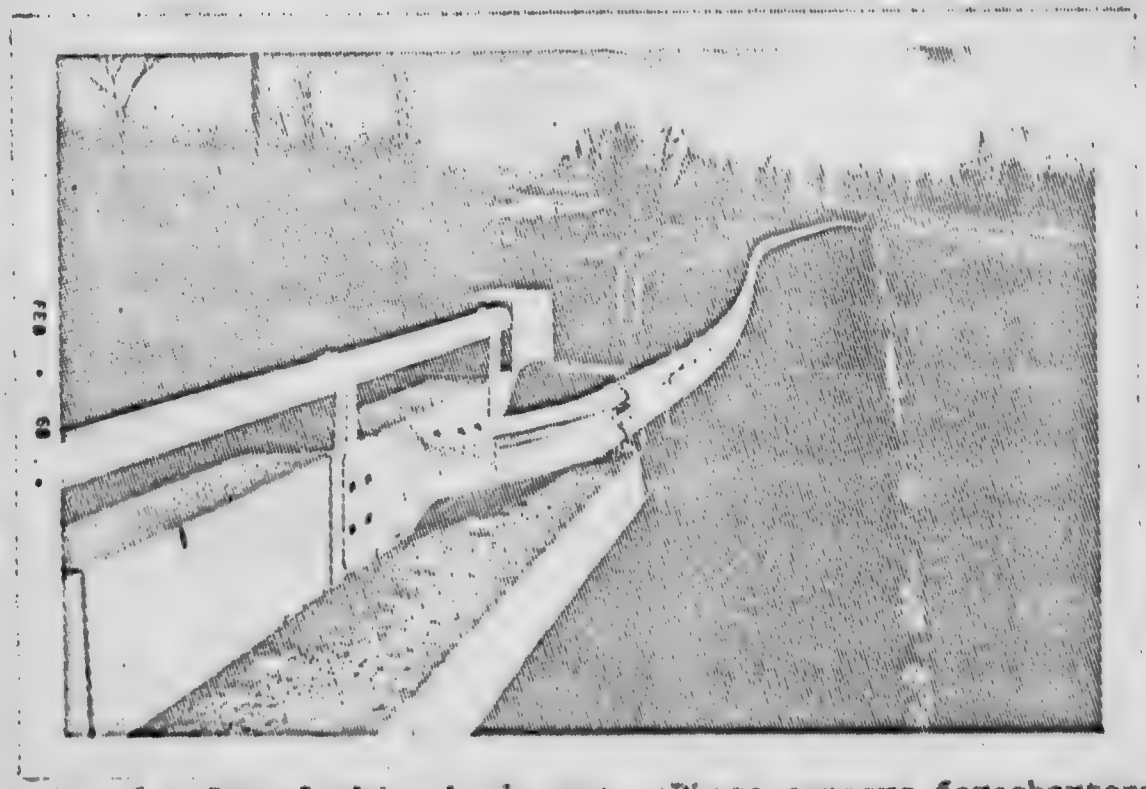


No. 3 - Same installation closeup. Anchor holes were drilled in completed structure and threaded "Red-heads" were inserted for bolting.

No. 4 - Westbound installation at Sta 344. Structure was constructed 32' C to C with 2' wide curb, Type C parapet rail.



No. 5 - Same installation. The two bolts through blocks are threaded into "red-heads" in concrete also.



No. 6 - Same looking back east. Photo appears foreshortened. Shoulder is narrowed from 10 ft. to 4 ft. on structure as was the current standard for long structures.

F-330(5)
6804

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: High Banks Rd. - 57th St. (Springfield)		WEEK ENDING: Jan. 13, 1968
		SECTION PREFIX: 120-1025
HIGHWAY: Eugene - Springfield		COUNTY: Lane
NAME OF JOB: High Banks Rd.-57th St. (Springfield)	KIND OF WORK: Grading, Paving, Structures, Signing & Signals	
CONTRACTOR: Earl Le McNutt Co., & McNutt & Sons Inc.	CONTRACT NUMBER: 6804	FEDERAL AID PROJECT NUMBER: F 330 (5)
DATE OF CONTRACT: May 9, 1966	DATE WORK STARTED: May 23, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 3 MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS: N/A SPECIFIED CALENDAR DAYS: 410	WORK DAYS USED: N/A CALENDAR DAYS USED: 498
PROJECT AUTHORIZATION: $2,113,984.12 96	SPECIFIED COMPLETION DATE: N/A	PERCENT OF TIME ELAPSED: 121
EXCLUSIVE OF ENGINEERING: $1,963,656.36	ENGINEERING AUTHORIZATION: $150,327.76	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,963,656.36	ENGINEERING COST TO DATE: $153,445.07	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 102 %	DATE PROJECT WAS COMPLETED: Jan. 12, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing	Traffic Signals
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.71	2.71		2.71	2.71
MILES PARTIALLY COMPLETED	2.71	2.71		2.71	2.71
MILES COMPLETED	2.71	2.71		2.71	2.71
TOTAL ESTIMATED QUANTITIES (CONTRACT)	767,020	197,800		810	37,500
TOTAL QUANTITIES CORRECTED TO DATE	714,596	153,700		767	37,011
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	714,596	153,700		767	37,011
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY	1	0		0	0
HOURS PER SHIFT	8	0		0	0

EQUIPMENT USED DURING THE WEEK: 1 Light Plant, 1 Rota Drill, 1½ ton Flat Bed Truck, 1 Pickup ½ ton

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9067 & A	9563 & A						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Clear			
FRIDAY	Ptly Cldy			
SATURDAY	Showers			

RECEIVED
ELN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Three men worked at attaching Guard Rail to bridges - ½ day. (E.W.O. # 6)
TUESDAY	Three men attaching Guard Rail to bridges. (E.W.O. # 6)
WEDNESDAY	Three men bolted Guard Rail to bridges. (E.W.O. # 6)
THURSDAY	One man patched bridge one curbs. (E.W.O. # 6)
FRIDAY	Finished all work on E.W.O. # 6.
SATURDAY	

REMARKS

With the completion of E.W.O. # 6 on this project the last remaining work was done. The project is completed as of today, Jan. 12, 1968.

This will be the final Weekly Report.

The Semi-Final Estimate was submitted to Roseburg on Dec. 19, 1967.

SIGNED A. Glen Bates LOCATION Springfield

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
DEC 8 - 1967

F-330(5)

6804

Agenda

45

November 3, 1967

Rainbow Water District
P. O. Box 701
Springfield, Oregon 97477

MISC. CONTRACTS and
AGREEMENTS No. 3443

Attention: Mr. Jay C. Hicks, Jr.

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement with Rainbow Water District and Springfield Utility Board granting the State permission to construct over their 24-inch water main the Highbanks Road-57th Street Section of the Eugene-Springfield Highway in Lane County.

A fully executed copy of this agreement has been sent to the Springfield Utility Board, and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: T. W. Litchfield
(Conformed Copy)

RECEIVED
OCT 25 1967
FOR FILING

F-330(5)

6804

October 24, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the October 31 meeting will be an agreement between the Oregon State Highway Commission, the Rainbow Water District and the Springfield Utility Board which grants the State permission to construct over their 24-inch water main the Highbanks Road-57th Street Section of the Eugene-Springfield Highway in Lane County.

The agreement permits the State's construction over the Utilities' water main subject to the conditions that (1) the State will protect the 24-inch water main during construction; (2) the State will repair any damage to the main caused by settling of highway fill for a period of five years; (3) the State will relocate the Utilities' access road in the northeast quadrant of the Highbanks Road Interchange; and (4) should the 24-inch main located beneath the fill for the east approach to Highbanks Road Overcrossing be damaged in the future, the Utilities would be allowed to relocate north of the fill within existing highway right-of-way.

The access road relocation and construction of a structural plate arch to protect the water main crossing is included as part of the State's contract. This work has been completed. No other cost is anticipated.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

RECEIVED
OCT 25 1967
FOR FILING

F-330(5)

6804

October 24, 1967

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Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

F-330(5)

STATE COPY

Form. E-206—8M

9

OREGON STATE HIGHWAY DEPARTMENT

Contingent upon modification of project agreement to additional funds on C-1 P...

SEP 11 1967

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Title Dist. Engineer

U.S. Bureau of Public Roads

Project Name High Banks Rd.-57th St. (Springfield) Date Sept. 14, 1967

Highway Eugene-Springfield Contract No. 6804

County Lane Prefix 120-1025

Contractor Earl L. McNutt Co. & McNutt & Sons, Inc. F. A. Project No. F-330(5)

Address 351½ E. Broadway, Eugene, Oregon Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Connect existing guard rails to bridges.

Location by station numbers:

339+10.50, 339+63.50, 343+53.50, 344+06.50, and 376+05.82, 376+48.52, 377+50.82, 377+93.52.

Estimate of quantities and cost:

Materials	$210.43
Equipment Rental	421.36
Labor	368.00
	$999.79

NOTED F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As per Mr. Merchant's letter of Sept. 1, 1967 and verbal instruction from Mr. Quiner, Sept. 11, 1967.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,113,984.12
Present estimate of project cost, including $ 999.79 for work under this order	$2,113,984.12
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Alfred W. Bates, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young

Young 9-10-2-1

SP**22577-734

F-330(5)

Form E-206—634

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date C-1-P AUG 24 1967 U.S. Bureau of Public Roads

Project Name High Banks Rd.-57th Street (Springfield) Date August 28, 1967

Highway Eugene-Springfield Contract No. 6804

County Lane Prefix 120-1025

Contractor Earl L. McNutt & McNutt & Sons, Inc. F. A. Project No. F-330(5)

Address 351½ E. Broadway, Eugene, Oregon 97401 Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Drill holes for Oregon State Highway Department monuments.

Oregon Division BPR Endorsement
Must be charged to Construction engineering.

JJH
J.J. Hegmann, Area Engr.

Location by station numbers:

327+00 to 470+16.85

Estimate of quantities and cost:

Truck mounted Auger fully operated 4 hrs. @ $ 30.78 per hr. = $ 123.12

NOTED
E. D. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

There is no State equipment available to do this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 2,113,984.12	
Present estimate of project cost, including $ 123.12 for work under this order	$ 2,113,984.12	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Alfred W. Bates, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP*22877-734

F-330(5)

Form B-366—SM

8

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 14 1967
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name: High Banks Rd.-57th St (Springfield) — Date: August 11, 19 67
Highway: Eugene-Springfield — Contract No.: 6804
County: Lane — Prefix: 120-1025
Contractor: Earl L McNutt & McNutt & Sons Inc. — F. A. Project No.: F 330(5)
Address: 351½ E. Broadway, Eugene, Oregon 97401 — Order No.: 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Extend 60 inch C.M. Pipe and Backfill.
Install special manhole.
Remove existing end section.

Location by station numbers:

"D" 328+50

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$ 885.76
Equipment	1,768.00
Materials	2,404.87
	$5 058.63
15%	758 79
	$5 817.42

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The installation of this extra pipe was ordered because of inadequate drainage in this area. This phase of the work had been completed and the price quoted at this time by the contractor on a P.A. could not be justified.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,113,984.12	
Present estimate of project cost, including $ 5,817.42 for work under this order	$2,113,984.12	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Alfred W. Bates — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams — Division Engineer

Approved: /s/ L. H. Young — Office Engineer.

SP*23877-734

Account P.P.E.C.

RECEIVED
AUG 15 1967
FOR FILING

FORM FH-181 (11-66)

F-330(5)
6804

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : ~~Mr. Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: August 9, 1967

In reply refer to: 08-35.A-2

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project F-330(5)
High Banks Road - 57th St. (Springfield) Section
State Force Order No. 9
Total estimated amount of the Order: $2,500
Federal participation: $1,500

Reference is made to your letter dated July 27, 1967 concerning subject order for installing warning sign supports for advance warning of the 52nd St. signalized intersection on subject project.

As an item related to safety provisions under our IM 21-11-67, dated May 19, 1967, use of State forces for accomplishing this work has been found to be in the public interest and are approved for this work.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO 8-14-67 w/enc.
BY ASST. STATE HWY. ENGR

Attachment

RECEIVED
AUG 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-105—535 7

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 10 1967 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 9

Project Name High Banks Rd.-57th St. (Springfield) Date July 18, 1967

Highway Eugene-Springfield Contract No. 6804 F. A. Project No. F-330(5)

County Lane Prefix 120-1025 Account No. 274-09

Description of Work To Be Done:

Construct cantilever sign supports on outside of roadway and breakaway sign posts in median. Mount "Signals Ahead" signs and flashers.

Location by Station Numbers:

Le 410 and Lw 436

Estimate of Quantities and Costs:

Material	$1,600.00
Labor	750.00
Equipment Rental . . .	150.00
Total	$2,500.00

Explanation:

Temporary cantilever sign supports and breakaway sign posts for advance warning of signalized intersection. These facilities are needed to provide for traffic safety.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$2,113,984.12
Present estimate of project cost, including $2,500.00 for work under this order	$2,078,223.36
Expected under-run (amount)	$35,760.76
Expected under-run (per cent)	1.7%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Alfred W. Bates, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JUL 31 1967
FOR F...

UNITED STATES GOVERNMENT

Memorandum

6804

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: July 26, 1967

In reply refer to: 08-35.A-2

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project F-330(5)
High Banks Road - 57th St. (Springfield) Section
State Force Order No. 7
Total estimated amount of the Order : $750.00
Federal participation: $450.00

Reference is made to your letter dated July 21, 1967 concerning subject order for installing temporary signing. This is necessary for guidance and safety of traffic until the permanent signing, covered under a Price Agreement to comply with the latest safety standards, is available to be installed by the contractor.

As an item directly related to safety provisions under our IM 21-11-67, dated May 19, 1967, use of State forces for accomplishing this work has been found to be in the public interest and are approved for this work.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

NOTED
F. B. KNABOE

7-31-67
REFERRED TO Wilson.
By ASST. STATE HWY. ENGR

RECEIVED
JUL 27 1967
OFFICE
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-100—6M 7

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 14 1967
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 7

Project Name High Banks Rd.-57th St. (Springfield) Date July 10, 1967

Highway Eugene-Springfield Contract No. 6804 F. A. Project No. F-330(5)

County Lane Prefix 120-1025 Account No. 274-07

Description of Work To Be Done:

Install temporary signing.

Location by Station Numbers: Signs #1, 2, 3, 4, 14, 15, 28, 29 and 30 as shown on sign plan S-457, 458 and 459 as revised 4/57. Sign 1, Sta. 338+10, Sign 2, 387+00, Sign 3, Co. Rd. 29+22, Sign 4, Co.Rd. 28+75, Sign 14, Sta. 360+00, Sign 15, Sta. 456+00, Sign 28, Sta. 439+95, Sign 29, Sta. 463+00 and Sign 30, Sta. 467+20.

Estimate of Quantities and Costs:

Install four temporary junction signs and five temporary destination signs.

$750.00

Explanation: The specifications on signing was changed to Breakaway signs and the contractor is unable to obtain steel for construction of signs. The balance of the work will be completed approximately one month before signs can be completed.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,113,984.12	
Present estimate of project cost, including $750.00 for work under this order	$2,064,355.96	
Expected under-run (amount)	$49,626.16	
Expected under-run (per cent)	2.5	

Submitted by: /s/ Alfred W. Bates, Resident Engineer

Approval Recommended: John A. Bond, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JUL 20 1967
FOR FILING
F-330(5)
6917

1801

July 20, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: 52nd Avenue Interchange
Highlands-McKenzie Highway
"Q" Street, Lane County

This is in answer to your letter dated July 11 concerning the possible addition of an interchange at 52nd Avenue on this project.

We are well aware of the problems involved in our present at-grade design and expect to construct the future interchange as soon as money is available; however, we feel the at-grade intersection will operate for the present traffic, especially since we are starting out initially with a traffic signal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. D. Morgan
F. B. Crandall
L. H. Young
L. R. Chandler (Enc.)

DNS:jr srb

RECEIVED
JUL 31 1967

F-330(5)
6814

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1967

SUBJECT:

To: Tom Edwards
Assistant State Highway Engineer
B U I L D I N G

This letter is to report to you on a comment contained in the attached letter. The second paragraph in Gordon Brooks' letter states that the traffic signal installation at the intersection of the Eugene-Springfield Highway and 52nd Street was discussed with representatives from the Traffic Engineering Division. This is true.

The Division Office and the Bureau of Public Roads' Area Engineer were both worried about the advance visibility for the traffic signal installation currently underway at this intersection. I indicated to the Division that at such time as our installation at Mohawk Road was removed, that the advance warning signs and flashers that will be removed at Mohawk Road should be reinstalled in advance of the 52nd Street intersection. This will provide traffic, whose sight distance is partially blocked by a horizontal curve, with both signing and advance flashers calling their attention to the signalized intersection.

This installation has worked satisfactorily at Mohawk Road. It should also provide the necessary advance warning at 52nd Street.

L. E. George
Assistant Traffic Engineer

NOTED
F. B. KLABOE

LEG:ji
Attachment

7-31-67 NOTED TOM EDWARDS
copy
REFERRED TO
Morgan
BY ASST. STATE HWY. ENGR.

RECEIVED
JUL 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM FR-131 (11-66)

UNITED STATES GOVERNMENT

Memorandum

Routing

Morgan — Docker — Bond — Barbee — Walker — Glenn — Swan — Scott — Wills — Litchfield — Olsen

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

RECEIVED
JUL 12 1967
CONSTRUCTION DIVISION

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 11, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project F-330(5)
Highbanks - 57th Street (Springfield) Section

Recent inspections of the subject project under construction have led us to believe that traffic operations on subject highway may ultimately be adversely affected in the vicinity of and due to the signalized intersection at 52nd Street. Relevant factors include:

1. A one-degree right curve on the mainline approach west of the intersection.

2. One of the two mainline through-traffic signals in each direction is an overhead cantilever-mounted signal mounted four feet right of the centerline; the other is on the vertical support to the right.

3. With the State's current project of upgrading the Mohawk Road intersection to a diamond interchange, there are no other signalized intersections west of the 57th Street junction on this route.

4. Weyerhauser Company, which has property fronting near the intersection on 52nd Street, may gain access and have their loaded log trucks from the east utilize the new facility, left turning through the intersection onto 52nd Street.

These factors have been discussed orally with representatives of your Traffic Engineering Division and Division III. It may be possible under this project to furnish additional signalization or signing at this intersection; however, due to the factors above, we are very concerned that this intersection may still prove hazardous in operation, as was Mohawk Road.

It was requested at P.S. & E. stage that the "future" diamond interchange at 52nd Street be considered, and we again bring the matter to your attention hoping you will schedule the 52nd Street Interchange for construction at an early date.

7-13-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-209—6M

7

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 28 1967 By [signature] Dist. Engineer
Title
U.S. Bureau of Public Roads

Project Name High Banks Rd.-57th St. (Springfield) Date July 3, 19 67

Highway Eugene-Springfield Contract No. 6804

County Lane Prefix 120-1025

Contractor Earl L. McNutt Co. & McNutt & Sons, Inc. F. A. Project No. F-330(5)

Address 351½ E. Broadway, Eugene, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Install culvert pipe and back fill ditch.

Location by station numbers:

418+37 Lt.	Install	24"	Asph.	Coated	Corr.	M.	Pipe	88	lin.	ft.	
437+54 Lt.	"	15"	"	"	"	"	"	24	"	"	
451+75 Rt.	"	36"	"	"	"	"	"	40	"	"	
457+50 Rt.Lt.	"	30"	"	"	"	"	"	36	"	"	(18' & 18')
462+62 Rt.Lt.	"	18"	"	"	"	"	"	22	"	"	(10' & 12')
465+65 Lt.	"	15"	"	"	"	"	"	40	"	"	

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$ 366.14
Equipment	375.75
Materials	1366.62
	$2108.51
Plus 15%	316.28
Total	$2424.79

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The installation of this extra pipe was ordered for safety reasons. This phase of the work had been completed and the price quoted at this time by the Contractor on a Price Agreement could not be justified.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,113,984.12	
Present estimate of project cost, including $2424.79 for work under this order	$2,066,780.75	
Expected under-run amount	$47,203.37	
Expected under-run per cent	2.2	

Submitted by: /s/ Alfred W. Bates, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP-22577-734

(Young 7-19-67)

RECEIVED
JUN 19 1967
FOR FILING

SP 23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1967

To: F. D. Morgan
Construction Engineer
B U I L D I N G

Attention: John Bond

SUBJECT: Highbanks-57th Street Section
Eugene-Springfield Highway
Springfield
Contract No. 6804

Returned herewith is a plan showing the Division's recommendation for a left-turn refuge at the northerly ramp terminal intersection on Highbanks Road at the Highbanks Road Interchange.

Conversation with Dorland Swan of your office concerning his conversation with the Resident Engineer reveals that the actual problem at this location is not a matter of drivers turning into the Water District Office, but rather that they are turning into the wrong lane on the ramp and are ending up traveling the wrong way on the highway.

Construction of a left-turn refuge would not solve this problem of wrong way movement. At such time as the signing at this location is completed, including the "KEEP RIGHT" sign and "DO NOT ENTER" signs, this problem of wrong way movement should be eliminated. In addition, on our later contracts a white-on-red "WRONG WAY" sign is being installed under the "DO NOT ENTER" sign and also plastic arrows are installed on the ramp roadway at the stop line. Through a copy of this letter, I am asking Mr. Gix to take care of these installations at the Highbanks Road Interchange. The full complement of signs should obviate a need for a left-turn refuge.

Original Signed By
F. D. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:ji
Attachment
cc: James Gix
Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
JUN 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 15 1967

F-330(5)

Form CO-121
(11-63)
(Prec. by
A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 8, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-330(5), Highbanks Road - 57th Street
Bonneville Power Administration Adjustment

Mr. Litchfield's May 9, 1966 letter requested our approval of a State - BPA Trust Agreement for adjustment of BPA's facilities on the subject project. We have deferred action on this Agreement pending resolution of the inclusion of PPM 30-4 in these agreements.

Mr. Litchfield's February 24, 1967 letter submitted a revised proposed Trust Agreement with the PPM reference included per the State - BPA - BPR meeting of February 10. This revised agreement is satisfactory.

REFERRED TO
Young - Litchfield
By Asst. State Hwy. Engr.
3-14-67

NOTED
F. B. KLABUE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 15 1967

F-330(5)

Form CD-121
(11-63)
(Prss. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

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Salem, Oregon

DATE: March 8, 1967

In reply refer to: 08-35-EC

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REFERRED TO
Young - Litchfield
By Asst. State Hwy. Engr.
3-14-67

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121
(11-63)
(Prod. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

F-330(5)

6111

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Division Bridge Engineer

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 5, 1967

In reply refer to: 08-35.6

SUBJECT: Preformed Elastomeric Joint Sealer

This memorandum concerns the following projects:

F-330(5), High Banks Rd.-57th St.(Springfield)
SU-508(2), Jenkins Rd.-Beaverton Section
I-405-8(13)302, NW. Johnson-SW. Montgomery St. Sec.
I-5-5(32)293 and SU-466(6), Pacific Hwy. W.-S. Tigard Intchg.
ER-103(4), Middle Fk.-Rogue River Br. Sec.
S-552(1), Bolen Island-Jack Franz Slough Sec.

With reference to Mr. Merchant's letter of January 3, 1967 we approve of the use of your current specification for the compression joint sealer on the six projects listed above.

This is a relatively new material and apparently the specification as originally drafted set forth one requirement that was not practical. Under these circumstances it is logical and satisfactory to revise the original specification to that currently being used.

Copy - Merchant
Walker
Young
1-11-67

RECEIVED
JAN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 30 1965

F- 3=0(5)
6804

November 29, 1965

Mr. R. W. Farnan
Division of Local
Bureau of Public Roads
777 Union Street, N. E.
Salem, Oregon

1110

Dear Mr.

Re: Statewide Inspection-in-Depth Summary
Engineering Services Project Source
Report Documentation for Contract Item
No.

Your summary of the statewide inspections-in-depth regarding the place of fabrication, Project Source Report Documentation for contract item payment has been received.

All work of the deficiencies noted in this report have been previously discussed with our field people, it was considered necessary to again bring them to their attention.

Attached is a copy of informational and instructional correspondence directed to our field personnel which relates to the correction of the deficiencies as noted in your report.

Regarding your General Comments, we believe that our records are, for the most part, good and have improved over the past few years. We are gratified to find that you found this to be the case.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Assistant State Highway Engineer

cc: Forrest Cooper
H. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young

Bridge Division Construction Manual
Piles
Article 403-4.1 Basis of Measurement
Issue of November 25, 1966
Supplements issue of March 1, 1966

Article 403-4.1 Basis of Measurement

In addition to the required documentation for pile driving as outlined in the issue of March 1, 1966, covering use of the new pile record book, the following information must also be recorded:

1. Type hammer used and energy rating of same.

2. Formula used to determine the bearing of the pile. This for each type pile and hammer included in each pile record book.

3. Calculations, using the above formula, showing determination of the penetration per blow (set) required to obtain the specified bearing. This may be converted to blows per inch. This to be done for each type pile included in each pile record book.

4. Statement indicating the total penetration of the pile when it is shown in the plans or specifications. This to be done for each type pile and footing included in each pile record book.

The above should be shown on a separate page of each pile record book in a manner similar to that shown on the attached sheet.

The column "Set/Brg." in the pile record book should show the actual set and actual bearing of the pile as driven.

The theoretical set and bearing should be shown on the calculation sheet as indicated above.

PILE RECORD FOR Wet Creek # 7777 (JOB NAME AND NO.) INSPECTOR D Jochem 11/22/66

HAMMER — MAKE — TYPE — SIZE — KIND OF PILING

SP-233A2-734

LOCATION	ORIG. ORD. LEN.	REV. ORD. LEN.	DEL. LEN.	FRESH HEAD	LEN. IN LEADS	SPLICES PAY	SPLICES NO PAY	CUT-OFF SALV.	CUT-OFF SCRAP	DRIVEN LEN.	CUT-OFF ELEV.	TIP ELEV.	SET / BRG.	DATE / INSP.	REMARKS AND SKETCHES
Treated Timber Piles: Req'd. bearing = 20 tons (see plans) Hammer = Vulcan 08 (Air Oper.); Energy rating = 26,000 ft. lb. Use ENR formula: $P = \frac{2WH}{S+0.1}$; $20(2000) = \frac{2(26000)}{S+0.1}$; $S+0.1 = 1.3$ $S = 1.2$"/blow req'd. for specified bearing.															
12" BP 53# Piles: Req'd. bearing = 40 ton (see plans) Hammer = Vulcan 08 (Air Oper.); Energy Rating = 26,000 ft. lb. Use ENR formula: $P = \frac{2WH}{S+0.1}$; $40(2000) = \frac{2(26000)}{S+0.1}$; $S+0.1 = .65$ $S = .55$"/blow req'd. for specified bearing. Plans require piles to be driven to a tip elevation not higher than 420.														1	
Treated Timber Piles: Req'd Bearing = 20 tons (see plans) Hammer = 3200 lb. drop hammer Use ENR formula: $P = \frac{2WH}{S+1.0}$; $H = 10'$ fall. $20(2000) = \frac{2(3200)(10)}{S+1.0}$; $S+1.0 = 1.6$ $S = .6$"/blow req'd. for specified bearing.															

November 23, 1966

All Division Engineers,
Resident Engineers and
Resident Bridge Engineers

Re: Citations on BPR Inspection in Depth Reports

The enclosed copy of the BPR memorandum, dated November 7, 1966, relative to a Statewide Inspection-in-Depth on structures points out several short comings in our documentation procedures.

The enclosed additions to the Bridge Division Construction manual give instructions necessary to eliminate the short comings pointed our in items 1, 2, 3 and 5 of the memorandum. These instructions must be followed carefully since future citations on these items will not be tolerated.

With respect to item 4 of the memorandum, it will be the responsibility of the Chief Bridge Design Engineer to furnish design footing loads and design pile loads to the division engineers who will in turn supply them to the appropriate resident engineer.

Relative to item 6, division engineers have been contacted by personnel from the construction department, however, we want to again emphasize that progress record samples must be obtained for the various concrete components early in the life of the job. Additional progress samples should be taken during the life of the job as necessary.

Ivan D. Merchant
Bridge Engineer

F. D. Morgan
Construction Engineer

RWE:jf
cc: J. H. Walker
A. A. Rear
L. L. Wallace

November 22, 1966

Bridge Division Construction Manual
Article 105-4.3, 105-4.4
Structural Excavation and Structural
Excavation Below Elevation Shown
Issued November 21, 1966

Article 105-4.3 Structural Excavation (Measurement)

This article defines the maximum limits for structural excavation quantities which will be allowed for payment, providing this maximum amount is actually removed. If quantities less than the maximum (one foot outside the footings, etc.) are excavated only the actual amount excavated will be included in the quantity allowed for payment.

In order to provide documentation for the quantity of structural excavation allowed for payment it is necessary that in addition to original ground elevations, the field notes show the actual elevation of the bottom of the footings or actual elevation of the top of footings plus a field measurement of the actual depth of the footing. Also necessary are notes which provide sufficient information about the size (width and breadth) of the excavated hole to substantiate payment for structural excavation as made. In other words, provide documentation to the fact that the contractor did excavate to or beyond the one footoutside of footing limit and is entitled to maximum payment for structural excavation. If the contractor did not excavate to this limit, this should be shown in the field notes and structural excavation paid accordingly.

Article 105-4.4 Structural Excavation Below Elevations Shown.

Field notes must clearly indicate the excavation if any, which is Structural Excavation Below Elevations Shown. Include elevation shown, bottom of footing elevation (or top of footing elevation with a field measure of the actual depth of footing), and actual side limits of the hole.

As per previous instructions, all notes must be identified, dated and signed.

RECEIVED
NOV 16 1966
FOR FILING

F-330(5)

6804

1165

November 14, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Inspection-in-Depth Report, Structure Project Source, Record Documentation for Contract Item Payment, Highbanks Road-57th Street Section, Eugene-Springfield Highway, Project No. F-330(5)

As requested in your letter of October 28, following are our comments regarding the findings of this report:

Finding No. 1: Lack of sketches in notes.

Comments: We agree that sketches provide excellent data to describe locations and explanations for notes and we so recommend and instruct our crews to make use of them. We will continue to stress this phase.

Findings 2 and 3: Sampling and testing on concrete.

Comments: We have recently issued additional instructions to the field regarding these items and believe this will tend to eliminate the problem.

Finding No. 4: Rubber stamp check.

Comments are not necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. R. Chandler

JHW:fp arb

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: October 28, 1966

In reply refer to: 08-35.6

FROM : for A. W. Parsons, Division Engineer
T. Dee
Salem, Oregon

SUBJECT: Oregon Project F-330(5)
Highbanks Road - 57th Street (Springfield) Section
Eugene - Springfield Highway
Inspection-in-Depth Report No. 35-66-EID-(23)-29

Attached is an inspection-in-depth report on Structure Project Source Record Documentation for Contract Item Payment. This is the fourth and final project inspection of a Statewide inspection-in-depth series.

We request that you advise this office of remedial actions taken or contemplated in connection with this report.

Enclosure

Routing

RECEIVED
NOV 1966
CONSTRUCTION

orig to Morgan w/leave.
copy. Miller. Young
11-3-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

35-66-SID-(23)29

FORM PR-33D (REV. 10-63) cc: OSRD (Klabee)
File 439 Region (3 cys)
Segnann, Wash DC thru Region
Area Engr Admin Mgr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Lane	F-330(5)

DATE OF INSPECTION	PHASE(S) INSPECTED
9-28-66	Structure Project Source Record Documentation for Cost Pay Item Pat (Phase 23)

INSPECTION MADE BY	IN COMPANY WITH
R. W. Pillsbury, Bridge Engineer	Ellis Jones, Res Bridge Engr Van Larson, Asst Res Bridge Engr

REPORT PREPARED BY
R. W. Pillsbury, Bridge Engr

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☒ OTHER *(Specify)* Signing

CONTRACTOR *(Name and address)*	CONTRACT AMOUNT
Earl L. McHutt Co. and McHutt & Sons Eugene, Oregon	$ 1,843,247.00
	PROJECT STATUS (% comp.) 36% (Bridges)

LOCATION
On new routing along the north and east side of the city of Springfield, between Sta 327 near High Banks Road to Sta 470 at the McKenzie River Highway, US-126.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION. (Part of a Statewide Inspection-in-Depth)

HIGH BANKS ROAD - 57th ST. (SPRINGFIELD) SECTION
EUGENE - SPRINGFIELD HIGHWAY
Grading, Paving, Structures, and Signing

A. SCOPE OF INSPECTION

This inspection report is the fourth and final unit of a Statewide Inspection-in-Depth of source record documentation on structure projects. Although this construction project includes other phases, this report is concerned only with the structural work.

This inspection followed a prepared guideline which was completed and is on file in the Division office. The inspection included a review of office records and field books covering most of the structural items. The materials reports for each item, or component thereof, were also reviewed. Progress estimate computations and quantity calculations were reviewed. An inspection of the completed work was also made.

(more)

EDITION OF (8-64) IS USABLE

B. FINDINGS AND RECOMMENDATIONS

1. Finding

The field books and office calculations included sufficient basic engineering data to support payment for the work performed. There was, however, a general lack of sketches of the unit of work being covered by the notes or calculations.

Recommendation

That adequate sketches be included in field books and office notes to aid in the interpretation of the work. Level shot locations or pile locations can be better shown on a drawing or sketch than described by words.

2. Finding

No record samples of the concrete components had been taken in conformance with the memorandum of June 4, 1964, from Mr. Parsons to Mr. Cooper.

Recommendation

That the field crews be issued instructions covering all materials which require record samples and the frequency of such sampling.

3. Finding

Only one concrete yield test was made a part of the job records, although several had been made to check mix designs.

Recommendation

None, because instructions have been sent out calling for yield tests to be recorded.

(more)

4. **Finding**

A rubber stamp was being used on this project that states: "_____ was started (__) _____ completed (__) this date and acceptable under the plans and specifications of the Oregon State Highway Department as noted. Signed _____." This stamp satisfies a suggestion made on a follow-up inspection-in-depth made on the Astoria Approach contract, F-115(20), to certify the acceptable completion of various units of work in the field inspector's field book. The stamp was used on this project for shoring and cribbing and the placement of prestress beams.

Recommendation

None.

RECEIVED
NOV 15 1966

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

F 23(2)

TO 6804 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: F. B. Klaboe

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 7, 1966

In reply refer to: 08-35.6/439

SUBJECT: Statewide Inspection-in-Depth Summary #35-66-EID(23-S)30
Structure Project Source Record Documentation for Contract Item Payment

We have been continuing our statewide inspections-in-depth, and through the months of June, August, and September have been inspecting source record documentation on structure projects.

Our engineers have inspected the structures on four projects for this phase as follows:

6738 I-80N-3(47)95, Celilo - Rufus Section
6729 I-80N-7(15)320, Oxman - Bubbs Ranch Section
6773 F-135(7), Burnside - Big Creek Section
6804 F-330(5), Highbanks Road - 57th Street (Springfield) Section

You have previously been furnished copies of the reports for each inspection. Individual project deficiencies were discussed with your field personnel.

While the projects inspected were limited in number, our review indicates the following items are either repetitive or of sufficient importance that action should be taken on a statewide basis to prevent recurrence of similar situationson future projects.

1. Structural Excavation Limits Not Specifically Defined in Field Books

   It was repeatedly found that the bottom and side limits of the structural excavation were not recorded. The apparent normal practice is to record an average top of footing elevation and leave it to be assumed that the footing was the plan thickness to determine a bottom of excavation elevation. The side limits for excavation were found to always include an extra one foot around the footing with no reference that the material was actually excavated.

NOTED
F. B. KLABOE

11-15-66
REFERRED TO Morgan for R/D answer (1WL)
By Asst. State Hwy. Engr.
Geog. Elev. marked for info.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

It is recommended that field books be upgraded to show that the excavation quantity is as specified under Article 105-4.3 of the 1964 Standard Specifications.

2. Structural Excavation Below Elevation Shown Limits Not Specifically Shown in Field Books

In the cases where structural excavation was carried below plan elevation there was no indication in the field books that a new contract pay item was involved.

It is recommended that the plan footing elevations be shown in the field books, especially where excavation is carried below plan elevation.

3. Pile Driving Field Books Should Indicate the Required Pile Bearing and/or Penetration

While the new pile field books are very complete, it was sometimes found that the required bearing and/or penetration was not recorded in the book. It is suggested that such information be included for the benefit of the inspector and also that the penetration per blow be shown, both actual and required.

4. Resident Engineer Not Furnished with Sufficient Amount of Basic Design Information

In all cases it was found that the Resident Engineer did not have information regarding design footing loads and design pile loads. Such information is considered desirable to determine the adequacy of foundations.

It is recommended that such information be routinely furnished to the field engineers.

5. Progress Payment Records Should be Standardized

The field review of progress payment records generally proved to be difficult. The records were kept in different places and different forms on every job, making it quite difficult to review them without having the man who made them present for assistance. In some cases the records were sketchy and almost impossible to verify without a considerable amount of backtracking. It was further noted that in two instances the project personnel must have also had difficulties because items were not up to date with the work performed.

(more)

It is recommended that the State standardize the method of keeping progress payment records to improve clarity and to insure correct payments from month to month for all work accomplished.

6. Record Sampling of Concrete Components Not Complete

It was generally found that the Resident Engineers were not aware of the requirements for record sampling of concrete components.

It is recommended that supplemental instructions be issued to update record sampling requirements of concrete components.

7. General Comments

It was found on this inspection series that structure project records are generally good, showing an improvement in the past several years. Pile records are an example of substantial improvement. The items noted in this summary should indicate that the problem of basic records is fairly well solved on a statewide basis, but that improvements can still be made in some areas.

RECEIVED
NOV 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1966
FOR FILING

F-330(5)

6804

August 18, 1966

960

Mr. Arthur Quackenbush
160 East Broadway
Eugene, Oregon

Dear Mr. Quackenbush:

Your August 5 letter was referred to our field engineers and you have been contacted by Mr. Al Bates, Resident Engineer on the Highbanks Road-57th Street construction project. This will confirm the information given you to the effect that the driveway serving your walnut field will be connected to Highbanks Road and kept in serviceable condition for your use all fall.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe (FHK 960)
F. D. Morgan
L. R. Chandler (Enc.)
A. W. Bates (Enc.)

JAB:nh srb

J. W. QUACKENBUSH & SON

HARDWARE - HOUSEWARES - CHINA - GLASS - GIFT GOODS

160 East Broadway ~~~ Eugene, Oregon 97401

345-8426

Route
Morgan
Decker
Barbee
Walker
Glenn
Swan
Marshall
Scott
Litchfield
Olson

RECEIVED
AUG 10 1966
CONSTRUCTION
DIVISION

AUG 10 66

August 5, 1966

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

I do not know to whom I should address this letter.

I am quite concerned as to what the condition of the High Banks Road will be next September, October and first half of November. That is from the west end at entrance 4826 of High Banks Road, which is north of Weyerhaeuser mill pond and out to highway.

At that time we will be harvesting filberts and walnuts, and will employ, if we can get them, about 50 people, and expect to harvest over 400,000 pounds of nuts, green weight, and haul over this road. The people employed will come in cars.

Time required depends somewhat on weather and ability to get help. Last year our last load went in November 14th.

If you can arrange to have this road in usable condition, it will be appreciated.

Our crop all goes to the Eugene Fruit Growers plant in Eugene.

RECEIVED
AUG - 8 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Yours truly,

Arthur R. Quackenbush

ARQ:mmd

FORM B-20X—20M—1-65 SP*19102-734

FOR FILING F-330(5)

6614

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1966

SUBJECT: Highbanks Road-57th Street (Springfield) Section
36" Drain Pipe

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Attached find copy of letter from Klaboe to Morgan and also prints showing location of pipes.

Will you please see that the work is done according to Mr. Klaboe's letter.

F. D. Morgan
Construction Engineer

By John H. Walker
Assistant Construction Engineer

JHW:bjm
Attachments

cc: F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
JUN 1 1966
OFFICE
STATE HIGHWAY ENGINEER

T.17 S., R.2W., W.M.

Inst. 1" Rigid Elect. Conduit, Stubbed and Capped - 58' ℄ 40' Length

Inst. 1½" Rigid Elect. Conduit Stubbed and Capped - 60' Length

Citys ST-11 Proj. (36" line) Location of 36" Pipe

446+80 Const. Type G-2M Inlet Inst. 24" Culv. Pipe - 190' Inst. 2 End Sections Tr. Exc. 60 C.Y.

℄ "L" 447+73.52 P.C.S.

RIW 447+54.00 P.C.S.

"L" 447+60.00 P.C.S.

"L" 447+47.68 P.C.S.

"L" 452+00 Inst. 33" Culv. P-160' Trench Exc. 74 C.Y. Const. Type G2M Inlet Inst. 15" Culv. Pipe - 6' Inst. 2 End Sections

"L" 453+54.00 P.C.S.

RIW 453+54.00 P.C.S.

"L" 453+60.00 P.O.T.

"L" 453+47.68 P.T.

"L" 455+71.16 P.O.T. Bk= "L" 456+00.00 P.O.T. Ah. (30' Rt.) EQUA.

"L" 455+96.99 P.O.T. Bk= "L" RIW 456+00.00 Ah EQUA.

457+50 Inst. 27" Culv. Pipe - 140' Tr. Exc. 90 C.Y. Inst. 2 End Sections

457+55 Const. Type G-2M Inlet Inst. 15" Culv. Pipe - 6' - 100 Connect to 27" Culv. Tr. Exc. 4 C.Y.

Access Control Line

"L" LINE

S. 11° 47' 20" E.

Sec. 33

465+75 Inst. 18" Culv. Pipe - 410' Inst. 2 End Sections Tr. Exc. 24 C.Y.

"L" 465+90 (Rt.) Const. Type G2-M" Inlet Inst. 8" Sew. Pipe - 80' Tr. Exc. 18 C.Y.

"L" 466+50 (Rt.) Const. Type G8-M" Inlet Inst. 8" Sew. Pipe - 80' Tr. Exc. 15 C.Y.

"L" 467+30 (Rt.) Const. Type G8-1" Inlet Inst. 12" Sew. Pipe - 200' Tr. Exc. 85 C.Y.

"L" 464+40.60 P.O.T. RIW 464+30.60 P.C. "L" 464+53.05 P.O.T. "A" 464+53.05 P.C. (30' Rt.)

"L" 465+40.60 P.C.C.

"L" 465+52.05 P.C.C.

"L" 465+04.04 P.O.T. RIW 465+04.04 P.C. "L" 466+11.95 P.O.T. "A" 466+11.95 P.C. (30' Rt.)

"L" 11.95 P.C.C.

RIW 13° C.L. 16-70.19' 16-849.11' 2-200.58' S-13°-00' 0-6.5

Pointed Traffic Markers (By Others)

RIW

Const. Type "C" Conc. Island

"A" LINE

"A" Line C.R. 16°-90.15' D-6°-39.25' R-347.03' L-1,483.23' 2-200.58' S-16°-30' 0-8.25

471+00 End Curbs & Pav

"A" 470+65.08 P.C.

RIW 470+73.20 P.

Future Type "G" Conc. Island

"L" 468+10.48 P.C. R-16°-50.48' D-16°-50.48' L-200.00' 2-100.00' S-5°-15' 0-0.90

JESSIE M. MANN D.L.C. 74

RICHARD G. HIXON D.L.C. 86

Const. Temp.

Citys ST-12 Proj. (27" line)

Location of 27" Pipe

"L" 456+22.83 P.O.T. Bk= "L" 456+00.00 P.O.T. Ah. (30' Rt.) EQUA.

EQUATION

22.83

504.44

503.96

505.11

505.11

505.80

Final Finished Grade 42' Rt. or Lt. of "L" ℄

+0.095

+0.46

+0.46

Grade 12' Rt. of "L" ℄

Subgrade

Subgrade

Exc. 900 "A" Line

" 775 "B" Line

" 1900

Emb. in Place 2044 Main Line

" " 560 "A" Line

" " 375 "B" Line

RECEIVED
JUN 2 - 1966
F-330(5)
HIGHWAY ENGINEER

MANSFIELD & CO.

2828 S.W. CORBETT ST. ● PORTLAND, OREGON 97201

A. G. MANSFIELD 222-7032
CHARLES A. MANSFIELD 281-8535
L. W. NEFF 281-8278
J. P. BARNES 288-1302
HILARY L. KENNEDY 775-4953
DAVID A. LEWIS 222-1297

6804 May 31, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

In Re: Contract No. 6804 - Earl L. McNutt Co.
and McNutt & Sons, Inc., a Joint Venture

Dear Mr. Query:

We are enclosing the contract and bond books in connection with the contract which the above joint venture got for grading, paving, structures and signing on the High Banks Road - 57th St. (Springfield) Section of the Eugene-Springfield Highway in Lane County.

We hope these books meet with your approval.

Yours very truly

Lillian Strong

MANSFIELD & CO.

N
Enc.

noted 6/2

RECEIVED
JUN 1 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 27 1966
FOR FILING
F-230(5)
6804

Salem, Oregon 97310
May 26, 1966

High Banks Road-57th Street
(Springfield) Section

Mr. F. D. Morgan
Construction Engineer
BUILDING

The City of Springfield has requested that we install a 36-inch pipe underneath this highway for their future drainage pattern.

The cost of installing this pipe between our right-of-way lines is estimated to be $2,800. Since we were able to substitute a 27-inch line for a proposed 6' x 2½' R.C.B.C. originally estimated to cost $5,900, we are agreeable to the City's proposal and will install this pipe line under the existing contract at State expense.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

High Banks Rd. - 57th St. (Springfield) Sec.

Cost of 6'x2½' RCB.C. = ₡ 5,900

Cost of City's 36" line = ₡ 2,800

Cost of 27" line in place of 6'x 2½' R.C.B.C. = ₡ 1,500

6'x2½" RCBC - ₡5,900

Less 27" & 36" pipe - 4,300

₡1,600 Saving's

5900
1500
₡4400.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section _____ Unit _____
Highway _____ County _____ Prefix _____
Length _____ Designer _____ Draftsman _____ Date _____

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Tr. Excav.	Cu.Yd.	40	4	44	3.00	132.00
6'x2½' R.C.B.C.	Lump Sum	—	—	—	—	5700
						5832
Tr. Excav.	Cu.Yd.	120	12	132	3.00	396.00
36" Sewer pipe	L.F.	230	23	253	9.50	2404.00
						2800
Tr. Excav.	Cu.Yd.	90	10	100	3.00	300.00
27" Sewer pipe	L.F.	140	14	154	7.50	1155
						1455.00

Total _____

RECEIVED
JUN 1 - 1966
FOR FILING F-330(5)

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6804

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 23, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-330(5)
High Banks Road - 57th Street (Springfield)
Grading, paving, structures and signing

As requested in Mr. Young's letter of May 19, 1966 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of May 9, 1966 in the award of contract No. 6804 to Earl L. McNutt and McNutt & Sons, Inc., of Eugene, Oregon, low bidder in the amount of $1,843,247.00 at the April 28, 1966 bid opening.

REFERRED TO
By Asst. State Hwy. Engr
5-31-66

RECEIVED
MAY 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 20 1966
FOR FILING
F-330(5)
6814

May 19, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of May 2, 1966, is requested in the award of contract for the High Banks Road-57th St. (Springfield) Section, Project No. F-330(5).

The contractor receiving the award is Earl L. McHutt Co. and McHutt and Sons, Inc., of Eugene, in the amount of $1,843,247.00, with the Contract No. 6814 assigned. This bid was received on April 28, 1966, and awarded May 9, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations with the exception of work by the Weyerhaeuser Co., which was approved in your letter of April 21, 1966.

The 9' x 4'8½" structural arch for the 24-inch water main protection included as a contract item will be coded as nonparticipating until we can certify that we have the Rainbow Water District's easement on file and have furnished you a copy.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

BAB:cr

FORM S-120

RECEIVED
MAY 10 1966

COMMISSIONERS
GLENN JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F 350

6804

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 9, 1966

Earl L. McNutt Company
and McNutt and Sons, Inc.
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6804 for the following project:

Grading, paving, structures and signing on Highbanks Road-57th Street (Springfield) Section of Eugene-Springfield Highway in Lane County.

This award was based on your bid of $1,843,247.00 which was submitted to the Commission on April 28, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhn
cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

FORM E-1202 (OM 4-62)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING
F-330(E)
6804

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 6, 1966

NOTED
F. B. KLABOE

Mr. L. T. Eison
City Engineer
Springfield, Oregon

ATTENTION: Mr. William Blum
Office Engineer

Re: Storm Sewer Bond Money
Projects ST-12 and ST-14

Dear Sir:

With reference to your letter of April 13, 1966 regarding the installation of two pipes shown on Drawing No. 10218, titled "Flows and Grades at Eugene-Springfield Highway," we have no intention of utilizing the two systems as outfalls for our drainage needs.

On the attached Sheet No. 7 of our "Highbanks Road-57th (Springfield) Section" plans is shown a 24-inch culvert pipe at Station 446+80; this pipe may be relocated during construction and your 36-inch storm sewer can be installed using our data. The second installation, which is the 27-inch culvert at Station 457+50, is satisfactory as shown on our plans.

During the interim period before you activate this line, the 36-inch culvert pipe at Station 452+00 will be installed as shown on our plans.

I would suggest that the City make every possible effort to coordinate their operations with our contractors and to get the necessary pipes for their system installed before our contract is completed so there will be no disturbance of the finished roadbed.

Very truly yours,

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:rw

ENC.

cc: F. B. Klaboe-Assignment #667-FBK
Victor D. Wolfe
L. R. Chandler

RECEIVED
CONSTRUCTION

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

April 13, 1966

ENGINEERING DEPARTMENT

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Subject: Storm Sewer Bond Money
Projects ST-12 and ST-14

Dear Mr. Klaboe:

Reference is made to your letter of April 1, 1966, in which you reiterated your previous stand that because of the hazard and the esthetics, you cannot permit the deep ditch on the State right-of-way.

We are now tentatively planning to install pipe to the west of the two crossings previously described in our letter to you dated February 18, 1966. The design for these two systems does not include sufficient capacity for you to utilize them as outfalls for your drainage systems.

Enclosed is one copy of drawing No. 10218, titled "Flow and Grades at Eugene-Springfield Highway." This drawing includes the same data shown on the drawing enclosed with our letter of February 18.

We are proceeding with our Projects ST-12 and ST-14, utilizing the above data. It will be necessary for you to include in your work the two pipe crossings as shown on the enclosed drawing. Please confirm the State's intent to install these two pipe crossings.

Very truly yours,

L. T. Eison
City Engineer

NOTED
4-20-66
W. H. TEBEAU

RECEIVED
APR 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

by William Blum
Office Engineer

RECEIVED
APR 15 1966
OREGON
STATE HIGHWAY COMMISSION

LTE:WB:JD:vw

Enclosure

See Map 17 02 33 2 I

2100
2001
2000
1900
1800
2101
1506
1503
1502
55TH.
800
700
600
PLAT
5
6
N 0°10' W.
1651.81'
S 0°19' W.
T.S.E. 50
T.S.E. 49

017-13

54TH.

F STREET

1500

200

201

100

446+80

ST-14

Ext'g Ditch

FL. 487.24
Q= 29.8 cfs

36"@0.002

500

2400

600

2300

2200

2100

2000

2

5

STREET

019-13

300

500

600

700

400

900

800

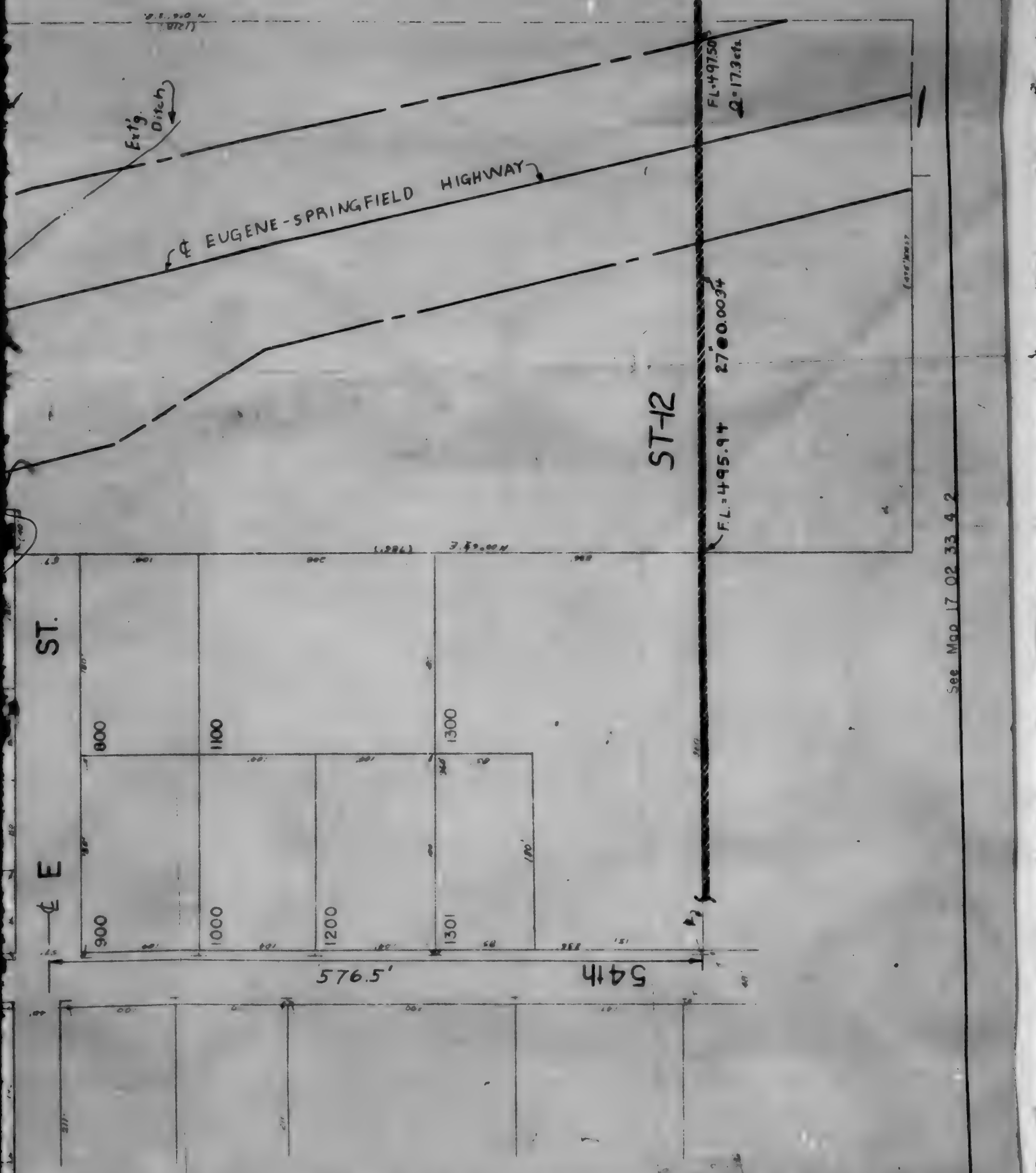
1000

1100

E ST.

Ext'g. Ditch

No. REVISION (DESCR



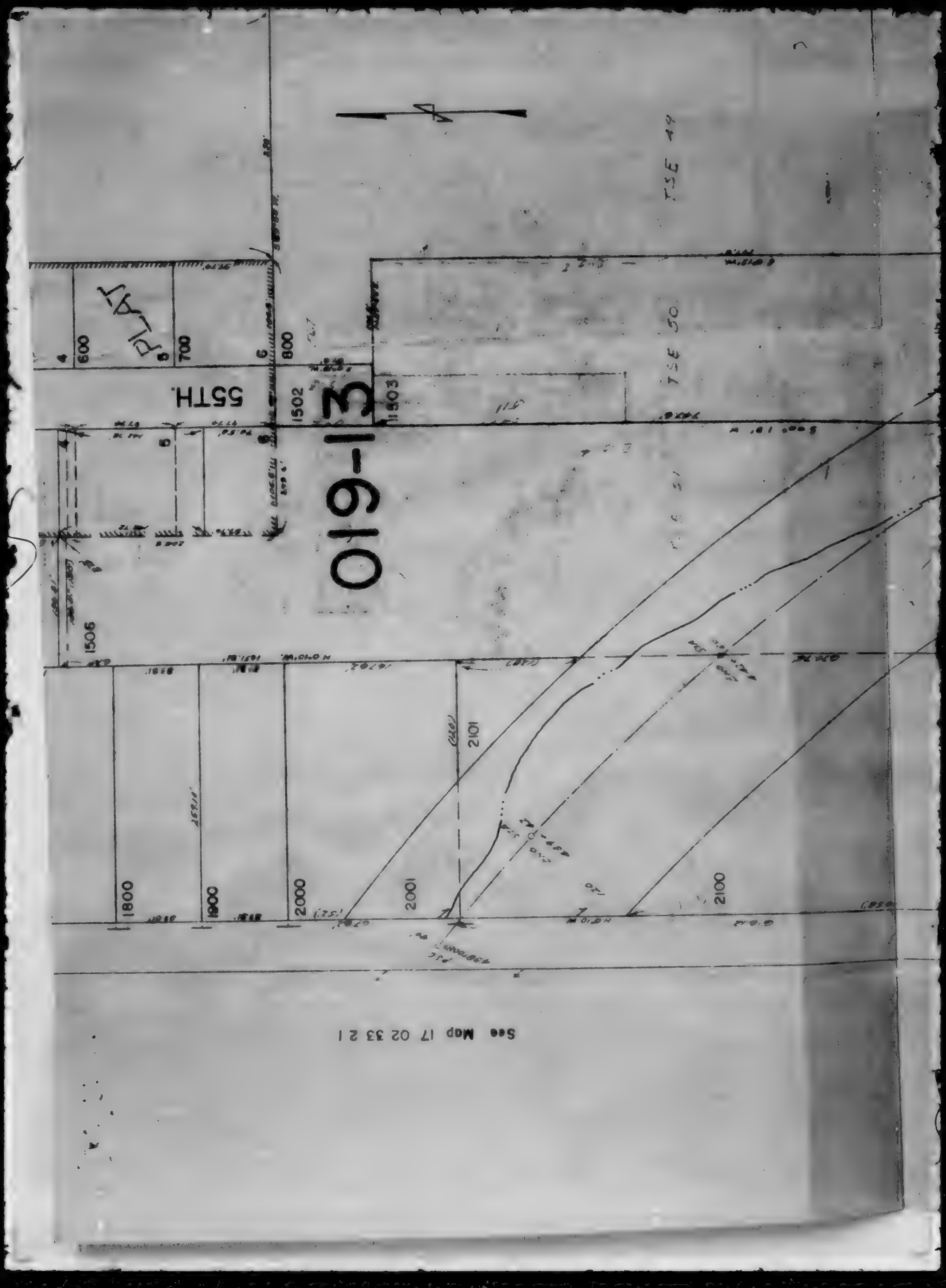
No.	REVISION (DESCRITION)	DATE

SCALE: 1"=100'
DATE: 1-4-66
DRAWN: DMH
CHECKED: WB
APPROVED: TRJ for
CITY ENGINEER

CITY OF SPRINGFIELD, OREGON
ENGINEERING DEPARTMENT

FLOWS AND GRADES at
EUGENE-SPRINGFIELD HIGHWAY

PROJECT No.	FILE No.	DRAWING No.
ST-12, ST-14	9-G	10,218


55TH.
600
700
800
1502
1503
1506
1800
1900
2000
2001
2101
2100
019-13
See Map 17 02 33 21

54TH.

F STREET

1500

200

201

100

446+80

ST-14

Ext'g Ditch

FL- 487.24
Q= 89.8 cfs

36"@0.002

441+54.00
P.C.S.

019-13

2500
2400
2
2600
2300
3
2700
2200
4
2
2800
5
6
2100
2900
PLAT
7
2000
3000
8

53rd STREET

STREET

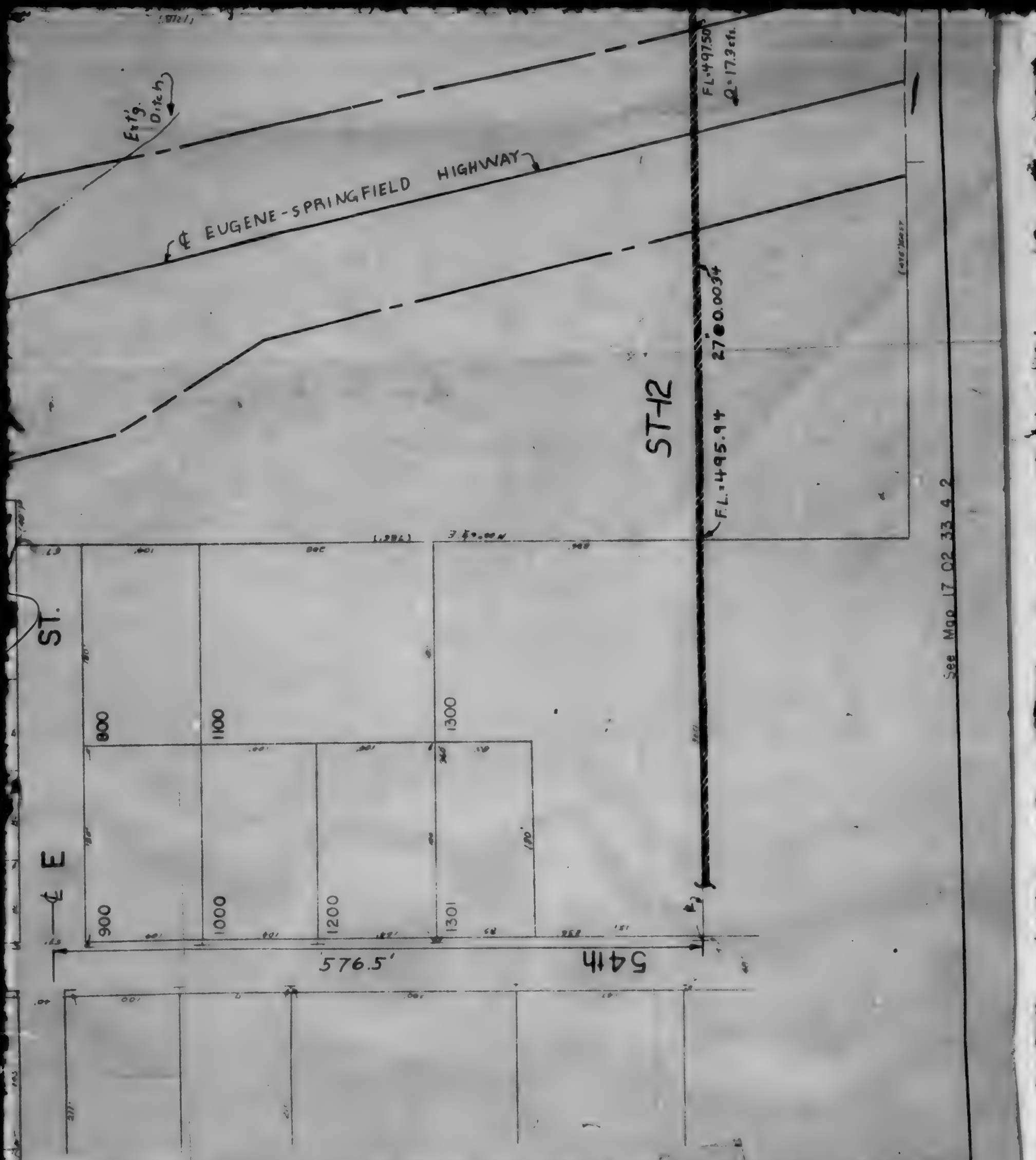
300
500
600
700
400

E ST.

900
800
1000
1100

Ext'g. Ditch

REVISION (DESC



No.	REVISION (DESCRITION)	DATE

SCALE: 1"=100'

DATE: 1-4-66

DRAWN: DMH

CHECKED: WB

APPROVED: TRJ for
CITY ENGINEER

CITY OF SPRINGFIELD, OREGON
ENGINEERING DEPARTMENT

FLOWS AND GRADES at
EUGENE-SPRINGFIELD HIGHWAY

PROJECT No.	FILE No.	DRAWING No.
ST-12, ST-14	9-G	10,218

RECEIVED
MAY 23 1966
FOR FILING

F-330 (5)
6 8 0.4

MISC. CONTRACTS and AGREEMENTS No. 3077

April 28, 1966

Agenda Item
4a
4-21-66

Mr. William E. Mansell
City Recorder
City of Springfield
Springfield, Oregon

Dear Mr. Mansell:

We are enclosing for your records a fully executed copy of a Throughway Agreement pertaining to Highbanks Road-McKenzie Highway section of the Eugene-Springfield Highway in Lane County.

A conformed copy of the agreement has been sent to Lane County Board of Commissioners.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)
Lane County Board of Commissioners

RECEIVED
MAY 23 1966
FOR FILING
F-330(5)
6804

April 28, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3074

Weyerhaeuser Company
785 North 42nd
Springfield, Oregon

Agenda Item
4m
4-21-66

Gentlemen:

We are enclosing for your records a fully executed copy of a Construction Agreement providing for construction of twin overcrossing structures on Highbanks Road-McKenzie Highway Section of the Eugene-Springfield Highway in Lane County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: T. W. Litchfield

RECEIVED
APR 26 1966
FOR FILING

Form CD-121 (11-63) (Prea. by G.O. 20E-10)

UNITED STATES GOVERNMENT

Memorandum

F-330(5)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 21, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-330(5)
High Banks - 57th Street (Springfield Section)
Availability of ROW and Construction Coordination

Mr. Young's April 15, 1966 letter requested a waiver of the above captioned requirements under PPM 21-6.3 in connection with the adjustment of the 42-inch Weyerhauser effluent line on the project. Our Regional office on this date has confirmed its previous verbal concurrence that restricting the contractor from utilizing the area of the pipe line until July 6, 1966 will be in the public interest due to the circumstances involved. Provisions in Revision Letter No. 1 concerning this matter may now be considered as having been approved.

Incidentally, Mr. Young's April 4, 1966 letter requesting authorization to advertise the project did not contain the certification required by IM 30-2-66 concerning the 9' x 4'-8 1/2" structural arch for the 24-inch water main included as a contract item. This item should be coded as nonparticipating until such time when you are able to certify that you have the Rainbow Water District's easement on file and have furnished this office copies of the agreement with the district.

REFERRED TO
Young
Asst. State Hwy. Engr.
4-26-66

RECEIVED
APR 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 2 - 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MCMINNVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 20, 1966

Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon

ATTENTION: Mr. Byron K. Taylor

Re: Power Line Relocation
Highbanks Rd.-57th St. Section
Eugene-Springfield Highway
Lane County
Project No. F-330(5)

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 5, 1966, have been approved by the State. You are hereby authorized to proceed with this work as of April 20, 1966.

Prior to beginning work you are requested to do the following:

(1) Please contact Mr. D. J. Sage, District Maintenance Superintendent, P. O. Box 1269, Eugene, Oregon 97401, Phone 342-1361, Extension 287, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

(2) Contact Mr. A. W. Bates, Resident Engineer, P. O. Box 1023, Springfield, Oregon 97477, Phone 342-1361, Extension 293, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed subsequent to April 20, 1966 in the amount of $837.60 will be made in accordance with paragraph 7-a(3) of PPM 30-4(4) upon receipt of your statement. Please be sure to include beginning and completion dates of the work in the statement.

Very truly yours,

PGP:bjm

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
L. R. Chandler
A. W. Bates
D. J. Sage
J. E. Holcomb

NOTED
F. B. KLABOE

RECEIVED
APR 18 1966
FOR FILING
F-320(4)
6804

April 15, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 21 meeting will be a throughway agreement with the City of Springfield pertaining to the Highbanks Road-McKenzie Highway Section of the Eugene-Springfield Highway in Lane County.

This agreement provides for construction of the throughway and its interchanges, reconstruction of various streets or roads and connections, and for road closures.

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the throughway and its structures. The City will assume or retain full maintenance of those streets or roads, or portions of same reconstructed, as part of the project.

Bids for this project will be taken on April 21, and the construction cost is estimated at approximately $2,540,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
L. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
H. S. Cox
L. R. Chandler

DNH:nr bg

RECEIVED
APR 18 1966
FOR FILING
F-330(5)
0804

April 15, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: High Banks Rd. - 57th St.
Section
Project No. F-330(5)

Dear Sir:

We hereby request that the requirement of subparagraph 6e of PPM 21-6.3, relative to availability of right of way for the contractor's immediate occupancy and use at the anticipated award date of the contract in connection with the Weyerhaeuser effluent line crossing, be waived as being in the public interest for the following reasons:

There is urgent need to advance this project to the physical construction stage to utilize the current construction season. This project has a time limit of 410 calendar days, which, if awarded around the first of May, will give the contractor two full working seasons, whereas, a two month's delay of the complete project would disrupt the entire working time schedule.

The construction method has been changed from protecting this 42-inch concrete pipe effluent line by State contract to the Weyerhaeuser Company's installing a conduit and new pipe. This change was brought about by a compromise decision of the responsibility for protection of the effluent line.

The contract special provisions have been written on the basis of the work being done under the contract and approved by your office; therefore, a correction letter will be issued changing the construction method and restricting the contractor from this area (Sta. 336+42), until after July 6, 1966, a period of two months after the anticipated date of award.

The inability of the contractor to occupy this property will not seriously interfere with the contractor's operation when the whole project is considered, or increase his overall cost. It will restrict him from commencing the approach fill on the west side of the

structure, but not the structure itself. The contractor will be able to work during this period on the structure, as seal concrete is necessary on bents 3 and 4. Even though the ends of the structure are to rest on the fills, he must complete the bents and let them cure before the fill is needed to complete the structure. We cannot foresee an adverse effect from the time delay. There is also a water line under this same fill to be protected by a corrugated arch pipe with concrete footings to be constructed by the State's contractor. These concrete footings will require 28 days to cure to hold the metal arch; therefore, the contractor will be able to utilize most of his working time under this same fill.

We believe it is to the best interest of all concerned to advertise this project for bids to be received April 28, 1966, and not delay the project any longer.

Attached please find two copies of a sketch depicting this area involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR: ls
cc: F. B. [redacted]
F. [redacted]
D. [redacted]
R. N. [redacted]

565'

Dead RW 2 4853
R3e1 223 D

RW 335+00.00 P.O.T. (31.57' Rt.)
Cent 335+00.01 P.O.T.

335

570'

510'

R.R. Spike (Fd.)
N. 881,679.23
E. 1,350,713.02

Line, D.L.C. # 59

McKenzie Hwy. and Rainbow Water Dist. (Easement)

+00

100'

130'

24"

610'

Headgate

130'

130'

+00

Headgate

30685 (2)

1.95 Ac.

340

200'

120'

Lane County Instr. # 78387

200'

200'

120'

+00

+00

HIGH BANKS RD-57TH ST. (SPRINGFIELD) S
EUGENE-SPRINGFIELD HIGHWAY
LANE COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	F-330(5)	

SEL

Headgate

Headgate

McKenzie Hwy. and Rainbow Water Dist. (Easement)

570'

100'

130'

130'

130'

610'

24"

335

340

120'

120'

345

+00

+00

+00

+00

200'

200'

200'

RW 335+00.00 FOR (S'LY) CONFIRMED DIRECT

R.R. Spike (Fd.)
N. 881,679.23
E. 1,350,713.02

30685 (2)
1.95 AC.

Lane County
Instr. # 78387

510'

ad RW 24853
el 222 D
17054

RECEIVED
APR 14 1966
FOR FILE 3

F-330 (2)
Exc

April 14, 1966

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the April 21 meeting a construction agreement with the Weyerhaeuser Company providing for the construction of the twin overcrossing structures on the Highbanks Road-McKenzie Highway Section on the Eugene-Springfield Highway in Lane County.

This agreement provides for the State to take the usual precautions in building a structure over a railroad and for the State to reimburse the Railroad for its cost made necessary by this project, which is estimated to be $2,411.

Bids for this project will be taken on April 28, 1966, and our estimate of construction cost is $2,632,000.

We recommend your approval of this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. E. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

TWL:bjm bg

RECEIVED
APR 11 1966

FOR FILING
F 330 (K)
6804

April 11, 1966

Mr. W. J. Ashworth
Chief, Real Estate Division
Department of the Army
Portland District, Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

Dear Mr. Ashworth:

Re: Highbanks Road - 57th Street
(Springfield) Section, Eugene-
Springfield Highway, Lane County

I am returning one executed copy of the permit covering the construction of this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

FEK:srb

Enclosure

cc: Forrest Cooper
R. L. Porter
G. E. Rohde (Att: Sollis) w/enc.
F. D. Morgan "
K. S. Hunter "
L. R. Chandler

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

RECEIVED
APR 7 1966
LEGAL & RIGHT OF WAY

NPPRE-MD

4 April 1966

Mr. Earl F. Saling
Right of Way Office Manager
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Saling:

Reference is made to previous correspondence and to letter dated 28 February 1966 from Mr. F. B. Klaboe, Assistant State Highway Engineer, with accompanying set of drawings of High Banks Road - 57th Street (Springfield) Section, Eugene-Springfield Highway, Lane County, Oregon, consisting of Sheets No. 1 through 5, including 3A pertaining to proposed construction affecting the Government constructed bank protection facility at Myers-Eyler Location on the McKenzie River, in Section 29, Township 17 South, Range 2 West of the Willamette Meridian, Lane County, Oregon.

By virtue of the authority vested in the United States of America under the terms of that certain perpetual easement deed dated 11th day of October 1949 acquired from Weyerhaeuser Timber Company, a Washington corporation, and recorded in Book 408, on pages 411-415, Lane County Deed Records, consent is hereby given to proposed construction in accordance with above referenced set of drawings submitted with your letter of 28 February 1966, subject, however, to the following conditions:

1. That the exercise of the privileges hereby granted shall be without cost or expense to the United States, under the general supervision and subject to the approval of the officer having immediate jurisdiction over the property, hereinafter referred to as "said officer," and subject also to such regulations as may be prescribed by him from time to time.

2. That any property of the United States damaged or destroyed by the grantee incident to the exercise of the privileges herein granted shall be promptly repaired or replaced by the grantee to the satisfaction of the said officer, or in lieu of such repair or replacement the grantee shall, if so required by the said officer, pay to the United States money in an amount sufficient to compensate for the loss sustained by the United States by reason of damage to or destruction of Government property.

3. That the United States shall not be responsible for damages to property or injuries to persons which may arise from or be incident to the exercise of the privileges herein granted, or for damages to the property of the grantee, or for injuries to the person of the grantee, or for damages to the property or injuries to the person of the grantee's officers, agents, servants, or employees or others who may be on said premises at their invitation or the invitation of any one of them, arising from governmental activities on the said premises.

4. That the United States shall not be responsible for damages to property or injuries to persons which may arise from or be incident to the construction, maintenance, and use of the facilities constructed by the grantee on the said premises.

5. That maintenance or restoration of the revetment proposed between highway stations 369+50 and 374+50; along the channel change between highway stations 378+00 and 389+00; and at the intake for the mill pond, all of which adjoin or are contiguous to the existing revetment, shall be the responsibility of the Highway Department.

6. That existing revetment shall not be disturbed by the proposed work, and all new revetment shall conform to Class III riprap requirements for quality, size and gradation and shall blend smoothly with the existing revetment. Inspection of the work in progress by a representative of the Corps of Engineers is required and arrangements for the inspection can be made by calling Mr. Vernon K. Jones, Portland 227-7681, extension 350, prior to placement of the revetment in the above designated areas.

7. That it is understood that this consent agreement is effective only insofar as the rights of the United States in the property involved are concerned and does not imply or otherwise authorize entry to or invasion of the private property rights of the owner of the underlying fee. The grantee shall obtain permission as may be necessary on account of any other existing rights.

It is requested that acceptance of the above conditions be acknowledged by signing the statement at the bottom of this letter and returning one signed copy of the letter to this office at your earliest

NPPRE-MD
State of Oregon, State Highway Department

4 April 1966

convenience.

Sincerely yours,

W. J. ASHWORTH
Chief, Real Estate Division

Above conditions for construction of High Banks Road - 57th Street (Springfield) Section, Eugene-Springfield Highway are hereby accepted.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

By _____

RECEIVED
APR 21 1966
FOR FILING

Form CD-121 (11-63) (Prev. Ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

F 330(5)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: April 6, 1966

In reply refer to: 08-35.2-DA

TO : 6804 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project F-330(5)
High Banks-57th St. (Springfield) Section
Grading, paving, structures and signing

REFERRED TO
By, Assr. State Hwy. Engr.
4-21-66

P. S. & E. documents for subject project have been reviewed and are hereby approved concurrently with Mr. Young's April 1, 1966 request for approval of an individual project program change adding traffic signal installation to the construction. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained, with relocation advisory assistance provided as indicated in Mr. Oakes' March 24, 1966 report, except for the following:

File No. 30685 - Weyerhauser Co.
" " 39008 - Simons

We understand that the above files are being negotiated but, if not successful condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to your requesting our concurrence in award.

The preliminary final draft of your agreement submitted with Mr. Cox's March 25, 1966 letter, with the City of Springfield has been reviewed and traffic control measures as well as provisions for city-owned utility adjustments are considered to be satisfactory. Evidence that city officials have signed the agreement should be furnished prior to our concurrence in award. Copies should be furnished for our approval and files after the agreement is executed.

You are authorized to proceed with contractor flagging estimated at $1,100. Your further action will be necessary on the other contingency items included in your estimate to obtain our authorization to proceed. A preliminary copy of the Weyerhauser railroad agreement has been reviewed by this office and considered satisfactory. You are now authorized to proceed with the railroad protective work listed in your estimate.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The pavement type selection of the project is accepted on the basis of documentation in your February 3, 1966 "Project Base Design" sheet, however it is understood that the base design will be re-evaluated when the contractor's source of embankment material is known to determine whether the total thickness of plant mix stone base will be necessary.

With safety in mind, we request that you consider construction of a diamond type interchange at 52nd Street near Station 422 under this contract. This would be in lieu of the rather extensive signalized 52nd St. intersection with provision for a future interchange as shown on the plans.

Mr. Litchfield's March 30, 1966 Utility Status report indicates that the utility adjustments involving Northwest Natural Gas Co., Springfield Utility Board, and the Eugene Water and Electric Board will be non-reimbursable and the adjustments for Pacific Power & Light Co. and Pacific Northwest Bell Telephone Co. will be non-participating. We understand that you will certify that necessary arrangements have been made for proper coordination of such work in your request for concurrence in award.

The Bonneville Power Administration utility adjustment was approved by this office on March 8, 1966.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	April 1966
Division II - Part 1 - Earthwork	January 1966
Division II - Part 2 - Bases	January 1966
Section 204 - Plant-mix stone base	January 1966
Section 208 - Plant-mix bituminous base	January 1966
Division II - Part 3 - Surfacing & Pavements	January 1966
Division II - Part 4 - Structures	April 1966
Division II - Part 5 - Signing	January 1966
Division II - Part 7 - Incidentals	January 1966

Inasmuch as our Washington office's review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Use of Article 102-1.3, Embankment measure is approved for use on this project.

Mr. Young's April 4, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate

April 6, 1966
F-330(5)

fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest.

Attachment

RECEIVED
APR 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 - 1966
FOR FILING
F-330(4)
6804

April 4, 1966

Mr. L. T. Kison
City Engineer
City of Springfield
Springfield, Oregon

Attention Mr. Tom R. Johnson
Associate City Engineer

Dear Sir:

Re: Project ST-3

In reply to your letter of March 18, an effort to confirm agreements reached between Highway personnel and Mr. Jack Donahue of your staff, I would reply as follows:

Concerning Item 1 of your letter covering the area from Station 385+00 to Station 392+00 of our proposed facility, our present fills do not interfere with the existing drainage in this area. If, however, it is necessary for you to lower the existing drainage, then any lowering within our highway limits would still be controlled by our previous understanding that the near edge of the ditch would be a minimum of 15 feet from the toe of our fill and an excess of 15 feet if our fill is over 15 feet in height.

Items 2 and 3 of your letter are correct.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler (Enc.)

DJB:rw srb

Routing

Pepin
Woodcock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
MAR 22 1966
CONSTRUCTION
D.V.S. #1

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

ENGINEERING DEPARTMENT

March 18, 1966

Mr. Fred Klaboe
Assistant Highway Engineer
Oregon State Highway Department Building
Salem, Oregon

Subject: Project ST-3; problem of ditch location and outfall being blocked by State constructed fill.

Dear Mr. Klaboe:

This is to confirm agreements reached in the discussion between yourself, Mr. Frank Hall and our Mr. Jack Donahue.

1.) Your roadway fill approximately from Station 385 + 00 to Station 392 + 00 of the "High Banks Road - 57th Street section of the Eugene-Springfield Highway" will not interfere with the existing drainage from the East along the south side of the fill. As pointed out by our Mr. Donahue, this existing drainage-way is to be utilized as an outfall for a storm drain system.

2.) It was requested by you that we relocate our ST-3 drainage ditch at stations and to distances from the toe of your fill as shown below:

O.S.H.D. Stationing

Station 420 + 00 and to west	15 ft. from toe of fill
Station 421 + 00	20 ft. from toe of fill
Station 422 + 00	20 ft. from toe of fill

NOTED
3-25-66
W. H. TEBEAU

3.) It was also requested by you that we include in our specifications a section pertaining to cooperation between the City's contractor and the State's contractor, the State's contractor to have the overriding authority.

We are proceeding with our Project ST-3 utilizing the above data. Please inform me if you do not agree with any of the above data.

Very truly yours,

L. T. Eison
City Engineer

By Tom R. Johnson
Assoc. City Engineer

LTE:TRJ:JD:cs

RECEIVED
MAR 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 4 - 1966
FOR FILING

F-330(5)
6804

612 R

April 1, 1966

Mr. L. T. Eison
City Engineer
City of Springfield
Springfield, Oregon

Attention: Mr. Tom R. Johnson
Associate City Engineer

Dear Mr. Eison:

Re: Springfield Project ST-14

In reply to your letter of March 22, I am sorry that our highway occupies the area of your anticipated route for drainage, but I cannot see how this changes things materially since under the original plan it would have been necessary for the City to acquire rights-of-way for their ditch and construct a ditch. It is true that if the City were to acquire additional rights-of-way outside of our present highway right-of-way for constructing this ditch, the groundline there would be from two to five feet higher than the low point of the natural drainage; however, the slight additional cost for excavating the ditch could not be material.

I must reiterate my previous stand that due to the esthetics and hazards, we cannot permit the deep ditch on our right-of-way.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. E. Chandler
Mr. A. W. Bates

DJB:rw

Routing

Morgan — Peare
Decker — Morelock
Bond — Trout
Barnes — Scott
Walker — Wells
Crum — Litchfield
Jones — Owen

RECEIVED
MAR 2 1 1966
CONSTRUCTION DIVISION

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

ENGINEERING DEPARTMENT

March 22, 1966

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
3-25-66
W. H. TEBEAU

Subject: Storm Sewer Bond Money Project ST-14; 630 ft.± East of 54th Street to 230 ft.± West of 52nd Street along Q Street Freeway

Dear Mr. Klaboe:

Reference is made to your letter of March 16, 1966, in which you state your opposition to a deeper ditch than you had planned along the south side of the freeway, between the subject limits.

We would call your attention to the fact that our plan to convey storm water along an essentially similar route antedated any planned freeway location known to us. Our initial planning took advantage of an existing natural drainage way and, in so doing, was most feasible economically. Even now, we estimate that a ditch of 3 feet base width and about 7 feet depth can handle the adjacent surface flow and that produced from drainage ways from the East. Such a ditch, 3,400 feet long, as shown on the enclosed Drawing No. 10106, is estimated to cost as follows:

11,963 c.y. @ $1.10	$13,200
Crossings at 54th and 52nd Streets	800
Engineering, clearing fence removal & contingency	2,800
	$16,800

We would again like you to consider our proposal (subject to approval by higher City authority) to provide the sum of $16,800 aforementioned for which we would hope that you could construct an open ditch of sufficient capacity to handle our water and yours.

We are financially unable to underwrite any piping in lieu of the ditch, particularly in the magnitude of $65,000 as mentioned in your

letter; neither are we cognizant of any route more favorable economically than the one along the freeway.

It is our understanding that you oppose our proposition on the dual grounds of unsightlyness and safety hazard. We cannot help but speculate as to the weight given these two items of consideration: the small ditch on one hand versus a somewhat larger ditch.

In conclusion, it is our wish that you reconsider your stand in this matter and accept our proposition to build an adequate ditch as proposed, providing that higher authority concurs with our tentative offer of $16,800.

Please advise at your earliest opportunity.

Very truly yours,

L. T. Eison
City Engineer

by Tom R. Johnson
Assoc. City Engineer

LTE:TRJ:vw

Enclosures (2)

cc: Mr. A. Bates, Resident Engr. w/Encl.
Mr. L. R. Chandler, District Engr. w/Encl.

RECEIVED
MAR 2 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1966
FOR FILING
F-330(5)
6804

March 16, 1966

Mr. Tom R. Johnson
Associate City Engineer
City of Springfield
Springfield, Oregon

Dear Mr. Johnson:

In regard to your letter of February 18 on your Project No. ST-3, this matter has been reviewed and indicates that for the State to meet the flow line of your ditch in the location where it crosses our highway would require us to lower our ditch grade to the point where we would have an "Elephant Ditch" immediately adjacent to our highway. We are opposed to this due to the appearance and due to the hazard involved. We have considered the possibility of putting this water into a pipe on our right-of-way and find that the estimated cost of this work would be $65,000. The State would be unwilling to assume this additional cost as part of Springfield's drainage problems.

I would request, therefore, that the City look into rerouting the water in some way in a different location. If this is not possible, the State would be willing to include your original proposal as part of our project at the City of Springfield's expense.

I must point out, however, that we hope to advertise our project on April 26 and must have our plans ready to go to the Bureau for approval by April 24. Any necessary decision will have to be forthcoming immediately.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor Wolfe
F. D. Morgan
H. S. Cox

DJB:rw srb

Routing

Morgan | Pusse
Decker | Mcrelock
Sand | Trout
Walker | Scott
Glenn | Wills
Swan | Litchfield
 | Olson

RECEIVED
FEB 21 1966
CONSTRUCTION DIVISION

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON

February 18, 1966

ENGINEERING DEPARTMENT

Mr. Fred Klaboe
Assistant Highway Engineer
Oregon State Highway Department Building
Salem, Oregon

Subject: Project No. ST-3, problem of ditch location and size South of Freeway Station 395+87 to 470+49.79, drawing No. 10188.

Dear Mr. Klaboe:

Enclosed please find two (2) copies of drawing No. 10188 titled "Problem of Ditch Location and Size of Freeway Station 395+87 to 470+49.79", dated February 10, 1966 and revised February 17, 1966.

The revised drawing now shows the flow line grade and flow depth at Section A-A.

The two drawings sent to you on February 11, 1966, without a letter of transmittal, are now out of date and may be destroyed.

Two copies of the revised drawing were delivered to Mr. Bates, Resident Engineer, by hand on February 17, 1966. One was for his use and the other to be sent to Mr. Chandler, the District Engineer.

Very truly yours,

L. T. Eison
City Engineer

By Tom R. Johnson
Assoc. City Engineer

LTE:TRJ:DMH:jav

Enclosures

cc: Mr. Bates
Mr. Chandler (via Mr. Bates)
Subj. File
R. F.
Chrono.

RECEIVED
FEB 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Faelus

RECEIVED
MAR 11 1966
FOR FILING

F-330(5)

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 8, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project F-330(5)
Highbanks Road - 57th Street (Springfield) Section
Bonneville Power Administration
Utility Adjustment

We hereby approve the agreement for the subject utility adjustment as evidenced by Mr. Litchfield's letter dated November 17, 1965, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated December 2, 1965, as well as the plans and letter dated January 14, 1966.

We note that the exchange of correspondence which forms the State-Utility agreement did not incorporate by reference PPM 30-4. We assume this was inadvertently omitted; however, you should include a reference to PPM 30-4 in your authorization letter to the utility.

Our program memorandum dated March 2, 1966 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You are now authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

Mr. Litchfield's letter also requested our concurrence of a Bonneville-State agreement concerning a method of determining standards for adjustment of electrical supply and communication lines. There is no objection for using the current revision of the National Electrical Safety Code as the minimum criteria for relocation or adjustment purposes, and the agreement provisions concerning this Code are acceptable to this office. Use of this Code is specified in the AASHO Guide on the Accommodation of Utilities on the Interstate system and is recognized nationwide for other relocations as the minimum criteria.

REFERRED TO
By Asst. State Hwy. Engr.
3-10-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 7 - 1966
FOR FILING

Form CD-121 (1-63) (Prev. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

6804

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 2, 1966

In reply refer to: 08-35.EC/710.12

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Primary Program

Mr. Young's February 16 letter submitted a request for inclusion of one Stage 2 construction project in the subject program. Approved, effective this date, is the following project:

Item	Project	Location	Work
460	F-330(5)	Highbanks Road-McKenzie Hwy.	Grade Pave Structures

Utility preparatory work is authorized effective this date.

This action provides for construction of 2.71 miles of the Federal-aid Primary Highway System at a total estimated cost of $1,575,000, of which $925,000 is reserved from Federal-aid Primary funds. This project was approved under Section B-3 of Instructional Memorandum 50-2-65. Your letter furnishes certification of acquisition of a substantial portion of the right of way and of acceptance of the project by the governing bodies of the affected local jurisdictions.

Programing of this facility obviously moves it into a "committed" category. This status should be reflected in the transportation study currently underway in the Eugene-Springfield urbanized area.

REFERRED TO
BY ASST. STATE HWY. ENGR.
3-4-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 23 1966
FOR FILING

FILE
504

February 16, 1966

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project, Item 160, Project F-330(5), Highbanks Road-McKenzie Highway Section, which we desire to have included in the Federal-Aid Primary Highway Program.

We are also enclosing the following data as required by PM 30-2-65.

1. Two copies of Route Plan approved by the Mayor of the City of Springfield.
2. Two copies of Route Plan approved by the County Court of Lane County.
3. Two copies of "Route Documentation Material" as prepared by our Traffic Department.

The major portion of the rights of way required for this project has been acquired under Project U-330(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

HMCsr

cc: R. H. Chase
O. B. Jacksmeal
H. S. Cox

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21-

CARD 2 — REPORT NUMBER (19)–(20): 1 — PROJECT LOCATION *(45 typewriter spaces)* 21–65: St. Rd. Highbanks Rd. (Springfield) E 2.7 mi. — ADT — PRESENT — FUTURE (66)–(70) — YEAR (71)–(72): 86

CARD 3 — CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62: Gr.,Dr., High Type Pave, 2 Bridges — NATL. FOREST (63)–(65) — FH ROUTE NO. (66)–(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)–(73) — PL. AUTH Y (74)–(7

CARD 4 — CLASS OF FEDERAL FUNDS: Primary — COUNTY NAME — NAME OF URBAN AREA (17-31): Eugene — ROUTE NO. P — FEDERAL-AID 5(A

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT COS: TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COS: FEDERAL FUNDS (67)–(76)
1										
5					PE		St.Rd. Highbanks Rd. (Springfield) E. 2.7 miles (Highbanks Rd.- McKenzie Hwy. Section)			
5					ROW					
5					CONST (CODE)			2.71	2,500,000	1,575,000
							PROJECT TOTALS	2.71	2,500,000	1,575,000

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

(16) (23)–(24) (33)

Pertinent data as
circumstance: Tra
grade and will re
separation is com

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
2.7 mi.	ADT			86	08	Oregon	35	012	460
(65)			(68) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

FV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	14 F- 23	7 330(5) 13		(24) (26)	27

COUNTY NAME: Lane — CODE: 039 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 5(Alt.) (32) — STATE: 227 (36) (37) — U.S. (41)

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., 4-12' lanes, H.T. pave., 10' R & 6' L shldrs., 36' median. One twin RR-water-hwy. RCDG str., H.C. 32'; one twin RC slab bridge, H.C. 40'. (Length 588'). Traffic signals at 52nd st.
					ROW - 160' normal; access control - full; parking restrictions - complete.
2.71	2,500,000	1,575,000	925,000		Utilities-Adj. req. incl. prep. work.
2.71	2,500,000	1,575,000	925,000		

(16) (23) (24) (33)

REMARKS: Additional Data - Item 128, Project U-330(2). Pertinent data as required by IM 50-2-65 is being submitted. Unusual circumstance: Traffic signals are to be installed at 52nd St. Xing at grade and will remain in operation until the proposed future grade separation is completed.

USCOMM DUSCOMM-DC 48908-P61

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

RECEIVED
FEB 14 1946
FOR FILING

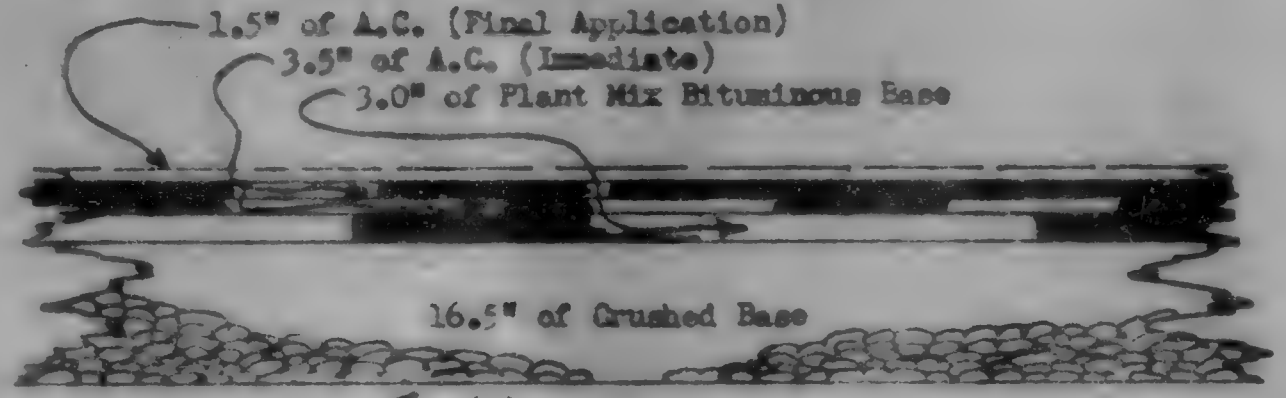
Section HIGHBANKS RD. - McKENZIE HWY. (57th ST., SPRINGFIELD) Highway EUGENE-SPRINGFIELD (FA 867) County LANE Prefix 120 Pri.

Res. Engr. A. W. Bates Approx. Length 2.8 Miles. Sta. 327+ to Sta. 470+ Date 2-5-46

Truck A.D.T. 493 Traffic Coefficient 9.8 18 kip s.a. per day 345.4.

Annual Precipitation 42"± Frost Penetration - - - - - -.

(1)
Typical Soil
40 LL
12 PI
100 %P 10
84 %P200
0 %Gravel
1 %C Sand
15 %F Sand
47 %Silt
33 %Clay
8 "R" Value



CBE Total Req.	Credit	Actual Thick.	
	3.0	2.5	A.C.
	3.0	3.0	A.C.
	3.5	3.0	PMBB
	16.5	16.5	Cr. Base
32.0	32.0	24.5	

AASHO CLASSIFICATION:
A-6 (9)

MATERIAL SOURCES:
To be determined by the Engineer.

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
[illegible] Engineer

Submitted by [signature] Staff Assistant
Recommended by [signature] Engineer of Materials
Recommended by [signature] Construction Engineer
Approved by [signature] Asst. State Highway Engineer

MOHAWK RD. - McKENZIE HWY.
EUGENE-SPRINGFIELD HIGHWAY
LANE COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	3/4"-0 Level	Crushed Base	Base Equivalent	Actual Thickness
90-240	3.5"	2.0"	18.5"	27.5"	24.0"
30-90	3.5"	2.0"	15.5"	24.5"	21.0"
8-30	3.0"	2.0"	13.0"	21.0"	18.0"
1-8	2.0"	2.0"	12.0"	18.0"	16.0"
Cars Only	2.0"	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "Crushed Base Equivalent" Column to obtain the total thickness requirement, and the table below for values.

Assigned values for various components of the pavement structural

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix Bituminous Base (Meet the requirements in O.A. Whites letter dated 1-11-66.) = 1.83" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase (As Standard Specs. plus 8% max. P#200 sieve and minimum "R" Value of 70) = 0.8" Crushed Base

SECTION: MOHAWK RD. - McKENZIE HWY.

HIGHWAY: EUGENE - SPRINGFIELD

COUNTY: LANE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 4200 (Total)

B. Future ADT 2300 (Total)

C. Mean ADT 6500 (A+B)

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 15 (ADT Basis (Logging)

G. Trucks (in one direction) F= 7.5% x (C) 6500 = 493

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 493 x (F) 100 % = 493

TRAFFIC COEFFICIENT = K (T) $^{0.8}$
where K = 2.69

= 9.8

SECTION: MOHAWK RD. - McKENZIE HWY.

HIGHWAY: EUGENE - SPRINGFIELD

COUNTY: LANE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See attached sheet

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Adjacent sections are A.C.
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See attached sheet
10. Stimulation of Competition: See attached sheet
11. Construction Consideration: See attached sheet
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See attached sheet
13. Traffic Safety: See attached sheet
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Asphaltic Concrete is recommended from an economic standpoint.
See attached sheet for computations.

UNIT COMPARISON
4 LANE DIVIDED MILE

Asphaltic Concrete

1.5"	A.C. (Final)	
3.5"	A.C. (Leveling)	
3.0"	P.M.B.B.	
16.5"	Cr. Base	
24.5"		= $272,153.18

Continuously Reinforced P.C.C.

8.0"	C.R.P.C.C.	
2.0"	Level	
6.0"	Cr. Base	
16.0"		= $273,676.58

Standard Reinforced P.C.C.

8.0"	R.P.C.C.	
2.0"	Level	
10.0"	Cr. Base	
20.0"		= $273,464.40

RECEIVED
FEB 3 - 1966
FOR FILING

F-930(4)
6804

316

February 2, 1966

Mr. L. T. Eison
City Engineer
City of Springfield
Springfield, Oregon

Re: "Q" Street Freeway
City of Springfield
Drainage Plan

Attention: Mr. Tom R. Johnson
Associate City Engineer

Dear Mr. Eison:

In reply to your letter of January 21, a review of our present plans would indicate that we presently propose a 24" pipe at Station 446+80 along an existing ditch which is on "F" Street projected. We also are proposing on our plans a 6' x 2½' reinforced concrete box at Station 557+50 which is very close to your suggested location of a 27" pipe. We have no objections to installing the 36" pipe at 436+80 if we can do so on our present grade. We would hesitate, however, to put in a 27" pipe at 557+50 because this does not seem to us to be adequate capacity at the present time. The 27" pipe may be adequate in the future when the City sewer layout is completed. Also, the grades on the 27" pipe would appear to be much too high to drain the present ditch if the City and the Highway Department are using the same level datum.

I am requesting our Division Office to get together with you to see if this matter can be ironed out to our mutual satisfaction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
W. H. Tebeau (Enc.)
L. R. Chandler (Please comply with instructions.)—FBK

RECEIVED
JAN 14 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1966

To: Mr. G. E. Rohde
Chief Counsel
O F F I C E

Attention: Mr. Joseph Hershberger
Assistant Counsel

SUBJECT: Application for PUC Order
High Banks Road-McKenzie River Section
Eugene-Springfield Highway
Overcrossing of High Banks Road
and Weyerhaeuser Company RR Tracks

In the construction of the Mohawk Road-McKenzie Highway Section of the Eugene-Springfield Highway it is proposed to construct two overcrossings of the railroad tracks owned by Weyerhaeuser Company, hereafter referred to as the Railroad.

The following material is submitted to prepare the application for the PUC Order for submission to the Commissioner:

12 prints each of Drawing Nos. 21400 and 21352, the vicinity map and plan and elevation drawings, respectively, are attached.

The proposed overcrossings are located in the SE¼ of Sec. 30, T.17S. R2 W.W.M. The center line of the westbound structure intersects the center line of the west track at Highway Station LW 340+91.61 P.O.T., Railroad Station 48+34.49 P.O.T. with an intersecting angle of 48°39'35" in the SE quadrant, and intersects the east track at Highway Station LW 341+10.42 P.O.T., Railroad Station 48+46.93 P.O.T. with an intersecting angle of 48°42'16" in the S.E. quadrant. The eastbound structure intersects the west track at Highway Station LE341+44.39 P.O.T., Railroad Station 49+14.40 P.O.T. with an intersecting angle of 48°39'35" in the SE quadrant, and the east track at Highway Station LE 341+63.12 P.O.T., Railroad Station 49+ 26.79 P.O.T. with an intersecting angle of 48°42'16" in the SE quadrant.

Both proposed overcrossing structures will have a total length center to center of end bents of 443' and will consist of a 71'-87' and three 95' Type IV prestressed concrete girder spans. The roadway width between curbs of the westbound structure is 32' and that of the eastbound structure 44' with no provision for foot traffic on either structure. The proposed structures are on a 1600' vertical curve with ascending grades from the west of 3.405% and from the east of 3.425% with a P.I. at Station 341+20.00. The structures are located approximately in the center of the vertical curve. Vertical and horisontal clearances are indicated on Drawing No. 21352 and in all instances are greater than the minimum PUC requirements.

NOTED
KEN EDWARDS

The construction of this section of highway creates a new overcrossing and does not eliminate any present grade crossings. The project will be constructed using Federal and State funds. As this crossing does not eliminate any existing crossings the Railroad will not be asked to participate in the cost of the crossing and will be reimbursed for their necessary expenditures on this project as provided by PPM 30-3 with amendments and additions thereto.

In the construction of this project the State should do the following things:

Prepare plans, estimates, award a contract, and supervise construction and upon completion of construction the State will maintain the overcrossing structure and other highway appurtenances.

In this construction, the Railroad subject to the limitation of PPM30-3, should furnish watchman and flagman service to protect their operations during the construction period and maintain their roadbed and trackage at their own expense.

At the point of crossing there are four through train movements and 12 switch movements during the day, six days a week. Highway traffic is estimated to be 4200 vehicles per day upon completion of the project with an increase to 8800 vehicles per day in 20 years.

Will you please prepare an application to the PUC for an Order permitting this construction.

Theo. C. Roake
Assistant Bridge Engineer

TCR:mm
Attached

cc: Mr. Tom Edwards
Mr. T. W. Litchfield

RECEIVED
DEC 17 1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1965

To:

SUBJECT: Right of Way Width of High Banks Road, Springfield, Oregon

MEMO TO THE FILES

On December 13, 1965, I met with Francis Wagoner, Surveyor for Lane County, to discuss the status of the right of way for the portion of High Banks Road that has been closed by our construction of the Springfield - Eugene Highway to determine whether it is the State's or the Weyerhaeuser Timber Company's responsibility to protect this company's effluent line from our proposed embankment construction.

The following facts were established:

1. The right of way width as established in County Records is 20 feet on each side of the East line of D.L.C. #59.

2. A franchise was issued Weyerhaeuser Timber Company to place the effluent line on County right of way.

3. This portion of the road has not been abandoned and has been conveyed to the City of Springfield by County Road Proceedings Number 2528.

4. The East line of the D.L.C. #59 and road right of way was reestablished of record in Book 317D, Page 2 in the County Surveyor's files.

5. This survey was made to improve High Banks Road. Measurements show that the effluent line is within the right of way.

6. A warranty deed from Weyerhaeuser Timber Company was given Lane County and recorded September 16, 1959, for right of way to reconstruct High Banks Road on

revised alignment. A copy of this deed accompanies the copy of this memo being handed Mr. Litchfield. This deed has an exhibit attached showing the portion of the old High Banks Road to be vacated but there is no mention of this in the document and the vacation has not been accomplished to date. If it were to be vacated as shown the Rainbow Water District would have no access.

7. Mr. Wagoner stated that it was his position that the right of way for High Banks Road as reestablished in book 317D, Page 2 was the true right of way and that he would defend it.

In addition to the above facts, our hard copy map shows the effluent line to be within the County road right of way and a map furnished by Gary Worth, prepared by the Weyerhaeuser Timber Company indicates the same location of the line.

Conclusion:

The effluent line is within the right of way of the old High Banks Road according to Lane County official records. No vacationing proceedings have been taken. The road has been conveyed to the City of Springfield. Based on the premise that the line is on County right of way Weyerhaeuser Timber Company should be responsible for the protection of their pipe.

The cost of this protection has been estimated at $20,000.

The Weyerhaeuser Timber Company may have some valid arguments disputing the facts established in this report. I have not made any contact with their personnel regarding their responsibility for protecting their own pipe.

Frank L. Hall
Chief Designer

FLH:em

CC: T. W. Litchfield
D. J. Barbee
D. H. Moehring
L. H. Young
L. R. Chandler

RECEIVED
NOV 3 1965

Commissioners
Wayne E. Phillips, Baker
Chairman
Talbot Crenshaw, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Meeke, Bend
Joseph W. Smith, Klamath Falls

FT-320(S)

L804

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

Routing

Morgan, Docker, Bend, Barbee, Walker, Glenn, Swan

Peas, Morelock, Trout, Scott, Wills, Litchfield, Olson

November 4, 1965

RECEIVED
NOV 5 1965
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects which were sent to us under letters dated October 8 and October 27, 1965.

1. High Banks Road-57th Street(Springfield)Section, Eugene-Springfield Highway, Lane County.

2. Alsea Mountain-Hide Creek Section, Alsea Highway, Benton County.

3. Toledo Section, Corvallis-Newport Highway, Lincoln County.

4. Toledo-Pioneer Mountain Section, Corvallis-Newport Highway, Lincoln County.

5. Morrow County Line-Stanfield Junction Section, Old Oregon Trail Highway, Morrow County.

6. Sutherlin Junction Interchange Section, Pacific Highway, Douglas County.

7. Wilsonville Safety Rest Area, Pacific Highway, Clackamas County.

8. Fairgrounds Interchange-Winston Interchange Section, Pacific Highway, Douglas County.

The projects listed above are all approved as no resource conflict is foreseen. We note that the Oregon Fish Commission has discussed with you the passage of fish on West Olallie Creek.

We appreciate being able to review the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
NOV 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

1-5-65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (8)
T. C. Roake
E. Morelock
L. W. Rulien (2)
R. D. Asburry (6)
L. R. Chandler (6)
A. F. Parson (2)
fp

ROK:dm

cc: Director, OFC

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

F-330(2)

6804

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG.—1400 S.W. 5TH AVENUE
PORTLAND 97201

RECEIVED
OCT 26 1965
CONSTRUCTION
DIVISION

Routing
Peterson
Morelock
Trout
Scott
Wirt
Litchfield
Olson

October 22, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention F. D. Morgan

Dear Mr. Cooper:

The advance plans and prospectuses of the following titled highway construction projects transmitted to us by your letters dated October 7 and 15, 1965 respectively have been examined by our staff.

1. Columbia River - Lake Road Section, Interstate Freeway No. 205, Multnomah and Clackamas Counties.

2. Lake Road - Baldock Freeway Section, Interstate Freeway No. 205, Washington and Clackamas Counties.

3. High Banks - 57th Street (Springfield) Section, Eugene-Springfield Highway, Lane County.

4. Toledo Section, Corvallis-Newport Highway, Lincoln County.

10-26-65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
L. W. Rulien (2)
L. R. Chandler (2)
R. D. Asburry (2)

Fish passage must be maintained at all the major river crossings depicted in items 1 and 2 also in West Ollalie Creek and its tributary shown in item 4.

Passage for anadromous fish will not be required in item 3.

Your favorable consideration regarding these proposals will be appreciated.

Sincerely,

fp

RECEIVED
OCT 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Edw. K. Neubauer
EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon Game Commission

RECEIVED
JUL 28 1965
FOR FILING
F 320(2)
6804

Cross Referenced To:
Adm
U.S. Hwy 7
War Dept.
Gen

96

July 27, 1965

Weyerhaeuser Company
Wood Products Division
Springfield Branch
Springfield, Oregon

Attention: Mr. C. E. Kalahan

Re: Eighteen Road-Willamette Highway
Section, Eugene-Springfield
Highway, E/S File 30565

Gentlemen:

In response to your July 14 letter, we have reviewed the status of right-of-way through your property where you wish to install fence. A tentative plan for an interchange at 52nd Street is being considered. This is in the vicinity of Station 421, at the easterly limits of your property. This affects the right-of-way needed for several hundred feet back to the west. We, therefore, cannot at this time make a definite commitment on the right-of-way location.

We appreciate your cooperation and will advise you further when our design has been completed.

Very truly yours,

Fairman Cooper
State Highway Engineer

By

F. E. Kinlan
Assistant State Highway Engineer

cc: Mr. Fairman Cooper
Mr. R. L. Parker
Mr. F. D. Morgan
Mr. L. H. Young
Mr. D. H. Hoehring
Mr. L. R. Chandler

JAB:fp srb

Weyerhaeuser Company
Wood Products Division

Springfield Branch
Springfield, Oregon 97477

REFERRED TO
Admin
BY SECRETARY

July 14, 1965

REFERRED TO
KLABOE
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway
Department
Salem, Oregon

Gentlemen:

We are quite anxious to install a cyclone fence at the east portion of our property. The north boundary will coincide with the south right of way of the proposed "Q" Street freeway from your station 405 + 00 to 422 + 00.

We would like to have this portion of the right of way staked as soon as convenient. This is a permanent installation and we wish to place it in the correct position at this time.

Since this fence will take the place of your standard right of way fence perhaps some consideration should be given this point in our negotiations on the right of way.

If it is not possible to place the boundary of the right of way at this time perhaps we can place a temporary fence.

Your attention to this matter will be appreciated.

Yours truly,

C. R. Kalahan
Manager

REFERRED TO
By Construction

CRK:jd

RECEIVED
JUL 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 4 1965
F-330(S)
6804

4/8

June 3, 1965

Mr. C. R. Kalahan, Manager
Weyerhaeuser Company
Wood Products Division
Springfield Branch
Springfield, Oregon 97477

Dear Mr. Kalahan:

Herewith prints of four sheets of our preliminary bidder plans Highbanks-McKenzie Highway Section of the Eugene-Springfield Highway intended to provide information requested in your letter of May 21.

The words "final location" in your request should be tempered with the reservation that minor changes may be necessary up to contract date.

If we can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Kiaboe
Assistant State Highway Engineer

Enclosures

JEM:rw srb
cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan

(map - Highbanks-McKenzie Interchange,
Sheets 3, 4, 5, and 6)

Weyerhaeuser Company
Wood Products Division

Springfield Branch
Springfield, Oregon 97477

May 21, 1965

REFERRED TO
Admin
BY SECRETARY

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

We have several projects that we wish to get under construction in the near future. These include drainage, fencing, water intake and log storage.

Inasmuch as these projects appear to be adjacent to, or upon the proposed right-of-way for the highway extension from 42nd Street to 52nd Street, we would appreciate receiving a copy of the plan and profile of the final location.

Yours truly,

C. R. Kalahan

C. R. Kalahan
Manager

CRK:jd

RECEIVED
MAY 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1965
FOR FILING
F-330 (5)
6804

February 16, 1965

District Engineer
U. S. Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

Re: McKenzie River Revetment
Highbanks Road-McKenzie
Highway Section
Eugene-Springfield Highway

Dear Sir:

On June 11, 1964, Assistant Division Engineer John Quiner, Resident Engineer James Chaney, and Assistant Research Engineer John Jenkins met with Hal Cox and Cliff Walstrom of the Corps of Engineers, to look at proposed alterations of the McKenzie River revetment between Stations 370 and 374 north of the Weyerhaeuser mill, east of Springfield. This meeting had been arranged to further application made by this Department in May, 1964, and prior to that date. According to a report by Mr. Jenkins, the Corps representatives found the encroachment satisfactory with certain recommendations. These recommendations were to alter plans for the service road with riprap under the surfacing, or to raise the grade. The latter has been done.

At the same meeting, the entrance to the Weyerhaeuser slough, Stations 377 to 380, was examined. It was recommended that riprap, shown on plans at the northwest corner of the bridge, be tied into the existing revetment and extending riprap on the bank of the channel change from the northeast corner of the bridge to Station 383. It has been extended to 390.

Enclosed are submitted preliminary prints which represent our construction proposal as prepared for future contract and permit confirmation is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
Enclosures

JEM:ra: ajw

RECEIVED
JAN 14 1965
FOR FILING

Hwy 227, Springfield
Mohawk Rd - McKenzie Hwy
5 2nd St Channelization
(Thurston)

CITY OF SPRINGFIELD

SPRINGFIELD, OREGON
97477

OFFICE OF THE
CITY MANAGER

NOTED
DON HARWELL

January 11, 1965

Mr. H. S. Cox
Engineer
County and City Division
State Highway Department
Salem, Oregon

Dear Mr. Cox:

A letter from your office of January 7, signed by Don Harwell, requests a letter from the City regarding the intent of the City or the Weyerhaeuser Company relative to the construction of a new roadway on what will be 52nd Street south of the proposed Highbanks Road-McKenzie Highway section of the Eugene-Springfield highway.

Your attention is directed to a letter from Forrest Cooper's office signed by Lloyd Shaw dated July 24, 1963, wherein the State agrees to the relocation of the existing 50th Street to 52nd on the basis of information submitted from my office to Mr. Cooper under date of June 12, 1963. Our letter to Mr. Cooper dated June 12, 1963, included a copy of the City Council minutes of the June 10th Council meeting approving the road relocation with the Weyerhaeuser Company and also a map indicating the proposed relocation and construction.

From the foregoing, it would appear that the intent of the relocation has been submitted and recognized by the Salem office of the State Highway Department; however, in the event that this is not sufficient, please consider this letter as notification of the City's satisfaction of present agreements with the Weyerhaeuser Company that the said 50th Street roadway will be vacated and a new road constructed by the Weyerhaeuser Company in the 52nd Street alignment. I trust that the foregoing will be sufficient for your justification to the Bureau of Public Roads.

Very truly yours,

Frank Smiley

Frank R. Smiley
City Manager

FRS:mp

RECEIVED
JAN 12 1965
ENGINEER
COUNTY & CITY DIVISION

NOTE -
FORREST -

cc: Shaw - Cooper
Foster - Morgan

FORM E-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 7, 1965

NOTED
R L PORTER

Mr. Frank H. Smiley
City Manager
City Hall
Springfield, Oregon

Dear Mr. Smiley:

As per our telephone conversation of yesterday, we are requesting a letter from the City regarding the intent of the City or others as to the pending construction of a new facility consisting of that portion of road extending southerly of the proposed interchange at 52nd Street on the Highbanks Road-McKenzie Highway Section of the Eugene-Springfield Highway. Hwy #227

The letter of intent will be included in our submission of data to the Bureau of Public Roads for justification and approval of project pertaining to the above mentioned interchange.

You will recall that we also discussed in the same conversation a revision of the proposed project at 28th and McKenzie Highway, i.e., shifting the southerly connection to the McKenzie Highway westerly of the original proposal.

Enclosed are two prints of a sketch showing this change. Outlined in red is the revision (curbs shown dashed) and outlined in green is the original (curbs shown dashed). Hwy #15

Please review the proposed revision and confer with Mr. L. T. Eison, City Engineer, as to this proposal and if approved, return one copy of the sketch with a letter of your comments to this office so we may act accordingly.

We appreciate your interest in this matter and hope you will feel free to call on us at any time.

Very truly yours,

H. S. Cox
County and City Engineer

By

D. N. Harwell

D. N. Harwell
Office Engineer

DNH:mm

Encl.
bc: L. P. Shaw

IVE SHOP

TEXACO STATION

PUMPS

8" WATER MAIN

OK TAVE

A² 91.50 10 PC
L 120+32.26 POT 7' Lt.

A 101+00
L 121+06.37

A 2+42
L 121+52.3

60'R

75'R

60'R

75'R

PUMPS

A² 1+86.65PT

A' 1+32 PT

394-1

A 10+80.32 PC

TMD CO-OP

WELDING SHOP

M'CALLUM'S WELDING

A² 75' Rad C.R
Δ 89°45'28"
T 74.68

12" WATER MAIN

A 1+96.

U-2

PROPOSED E.H.A.

U-3

28th & McKenzie
Springfield

— Revision
— Original

16" WATER MAIN

22'
19'

DELTA LUMBER CO.

DELTA LUMBER

A 13+63.57 PT
T 12.62

RECEIVED
JUN 26 1964
FOR FILING

F-330(5)
6864

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1964

SUBJECT: McKenzie River Revetment
Highbanks Road - McKenzie Highway
Section
Eugene-Springfield Highway

To:

Mr. Ed Morelock
Chief Locating Engineer
B U I L D I N G

On June 11, 1964, Assistant Division Engineer John Quiner, Resident Engineer James Chaney, and I met with Mr. Hal Cox and Mr. Cliff Walstrom of the Corps of Engineers, to look at the proposed alterations to the Corps' McKenzie River revetment between Stations 370 and 374 north of the Weyerhaeuser Mill east of Springfield.

Messrs. Cox and Walstrom thought the proposed modifications as outlined in the enclosed sketches would be adequate, with the following recommendations:

1. If the service road is left at the elevation shown, the riprap blanket should continue under the surfacing to tie the slope blankets together.

2. It might be economically feasible to raise the service road elevation above high water, thereby eliminating the riprap blanket under the surfacing.

3. At the upstream and downstream ends of the added riprap, the new material should be faired into the existing revetment so as to discourage the formation of eddys.

We also looked over the entrance to the Weyerhaeuser Slough at Stations 377 to 380. Modification to the inlet by Weyerhaeuser employees has resulted in some damage to the Corps' revetment and the Weyerhaeuser Company will probably receive a sharp letter of protest from the Corps of Engineers. The recommendations to the Department for handling this facility included:

1. Tying the riprap at the northwest corner of the bridge into the existing revetment on the outside bank of the river.

E-L. Shaw
6-18-64
Hall has changed to conform.

CONSTRUCTION DIVISION
RECEIVED
JUN 15 1964

NOTED
LOYD P. SHAW

ACC ACC COE

2. Extending the riprap on the bank of the channel change from the northeast corner of the bridge to at least Station 383 (I would suggest extending it to the upper end of the channel change at Station 390).

John C. Jenkins
Assistant Research Engineer

Enclosure
JCJ:bbc

cc John Quiner, II

RECEIVED
JUN 1 8 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 - 1964

F-330 (c)
6814

June 1, 1964

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Attention: W. J. Ashworth

Dear Sir:

Your letter of November 22, 1963, requested additional information regarding our application for a permit to construct fills in the McKenzie River at Springfield. This data has now been assembled.

As you suggested, a meeting should be held for a discussion of our proposed Highbanks Road-McKenzie Highway Section of the Eugene-Springfield Highway in Lane County and its effect upon your existing Myers-Zyler revetment. We request that a meeting be held at the proposed site of construction in the near future on a date and at a time which is convenient to you.

Enclosed you will find sketches of the proposed work for your study prior to the meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

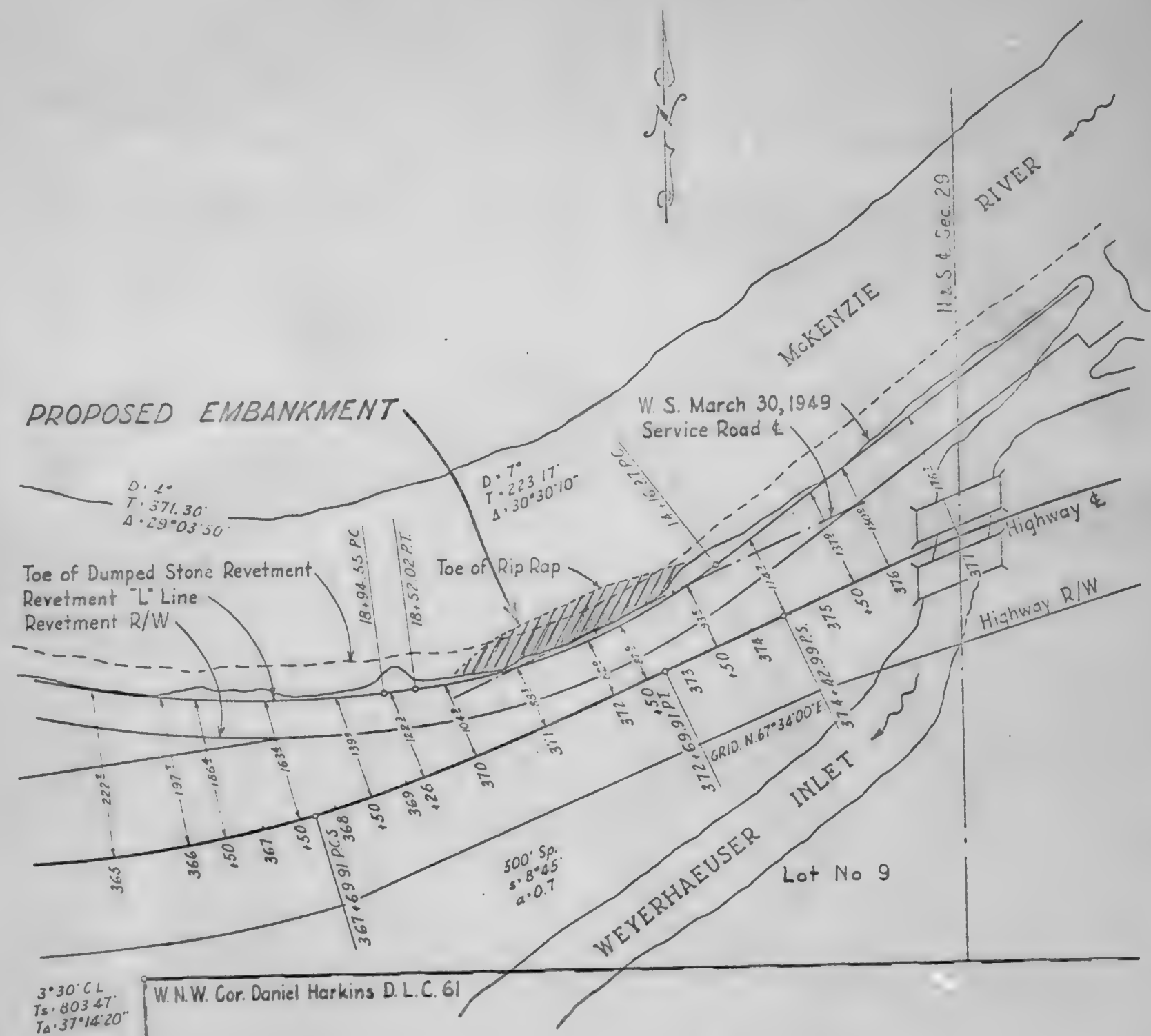
Lloyd P. Shaw
Assistant State Highway Engineer

Enclosures

cc Forrest Cooper
R. L. Porter
F. D. Morgan

GCW:ra: ajw

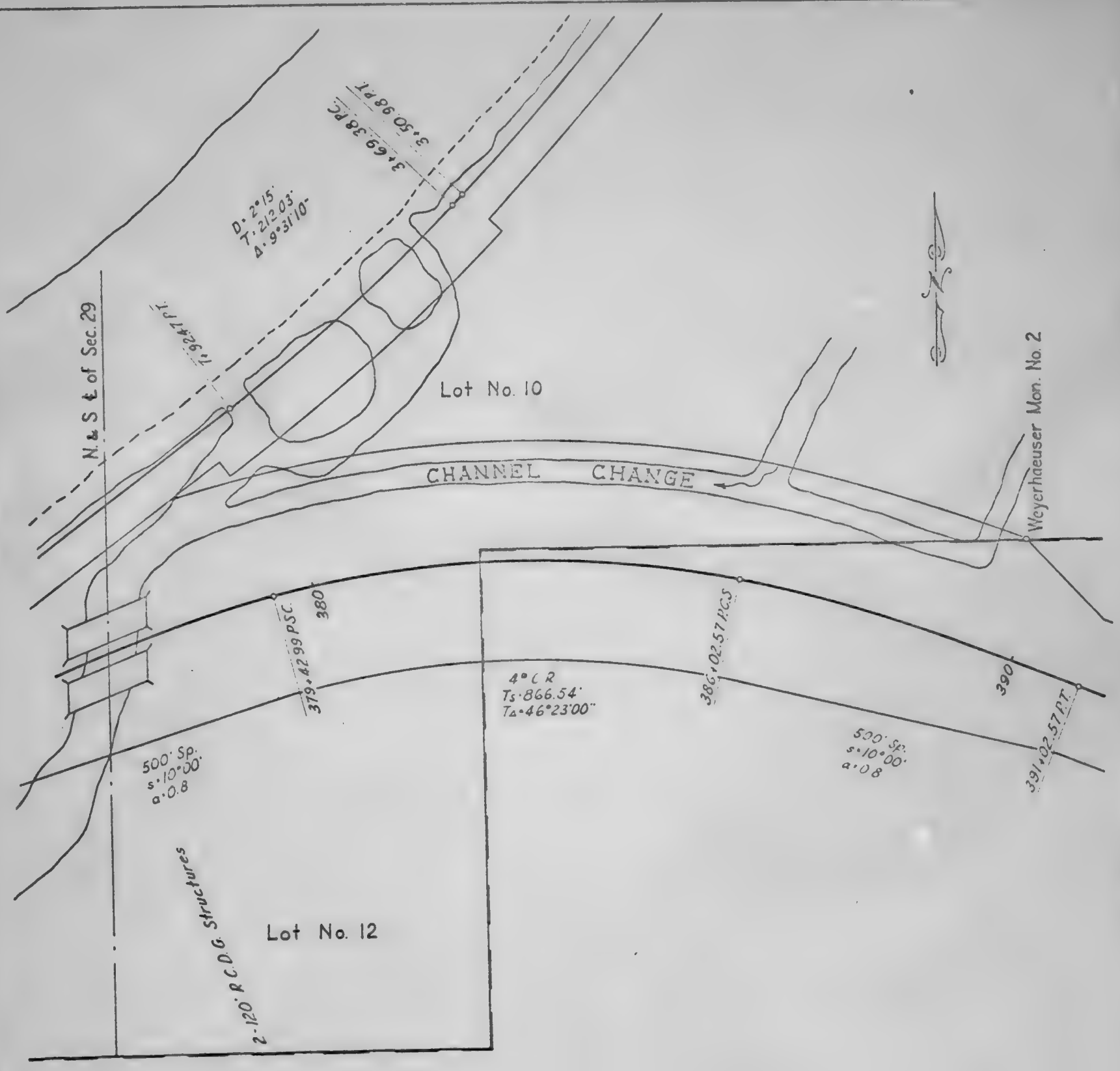
Sec 29, T. 17 S., R 2 W., W. M.



HIGHBANKS RD. – McKENZIE HWY. SECTION

May, 1964

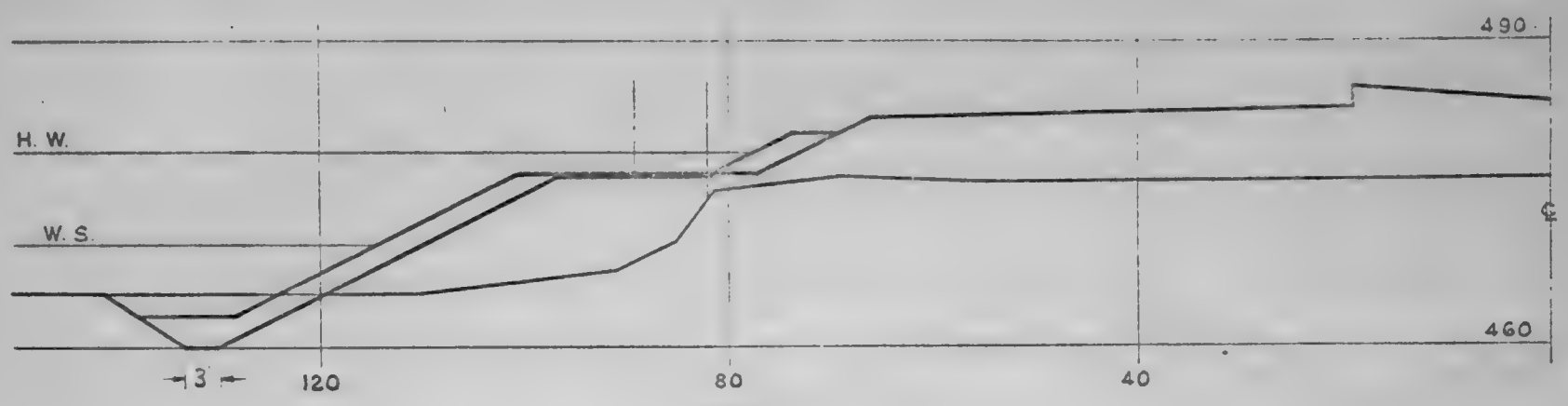
Scale 1" · 200'



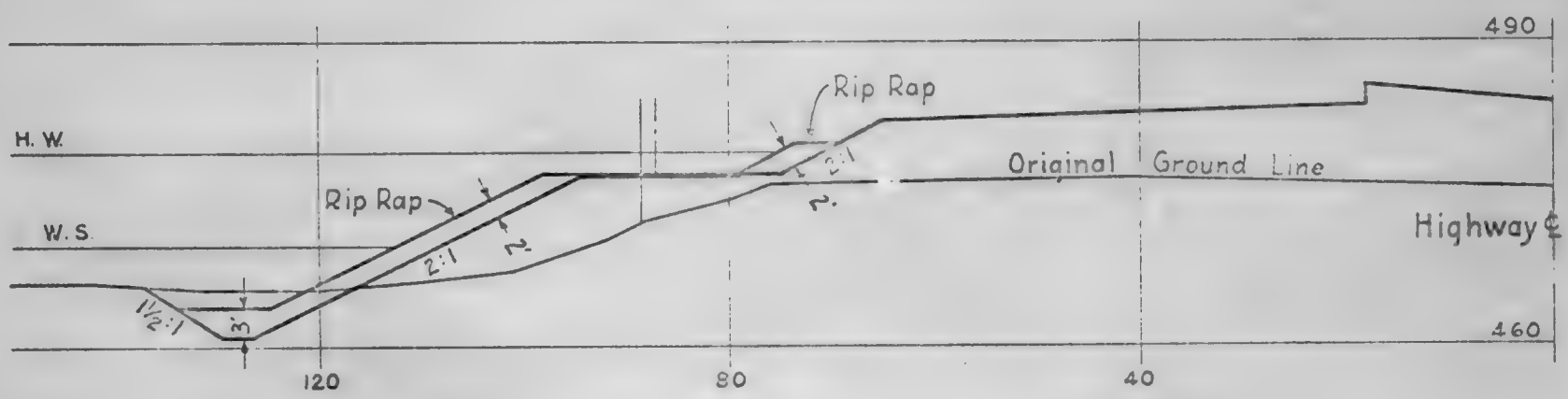
HIGHBANKS RD. — McKENZIE HWY. SECTION

May, 1964

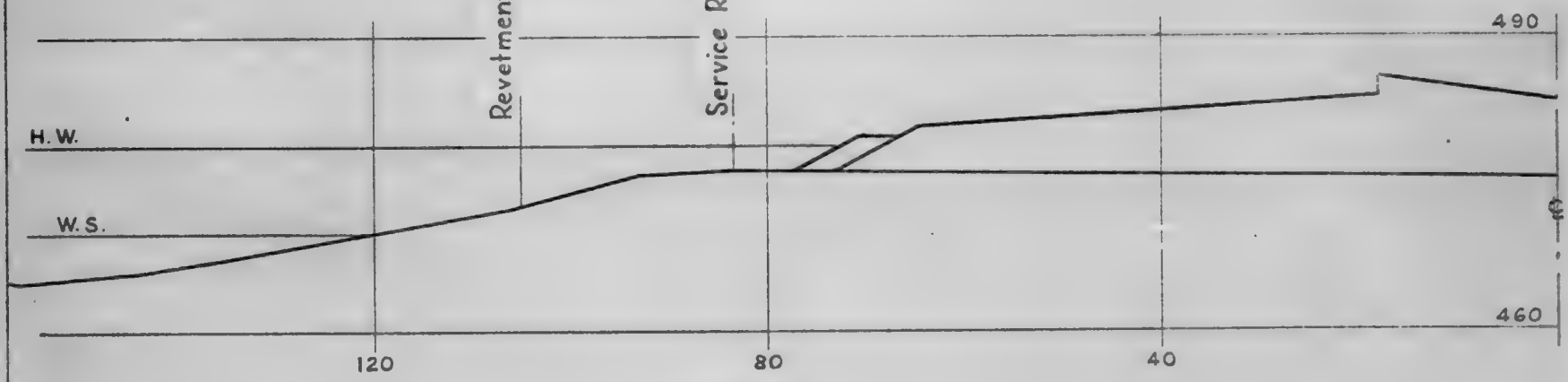
Scale 1" = 200'



372



371



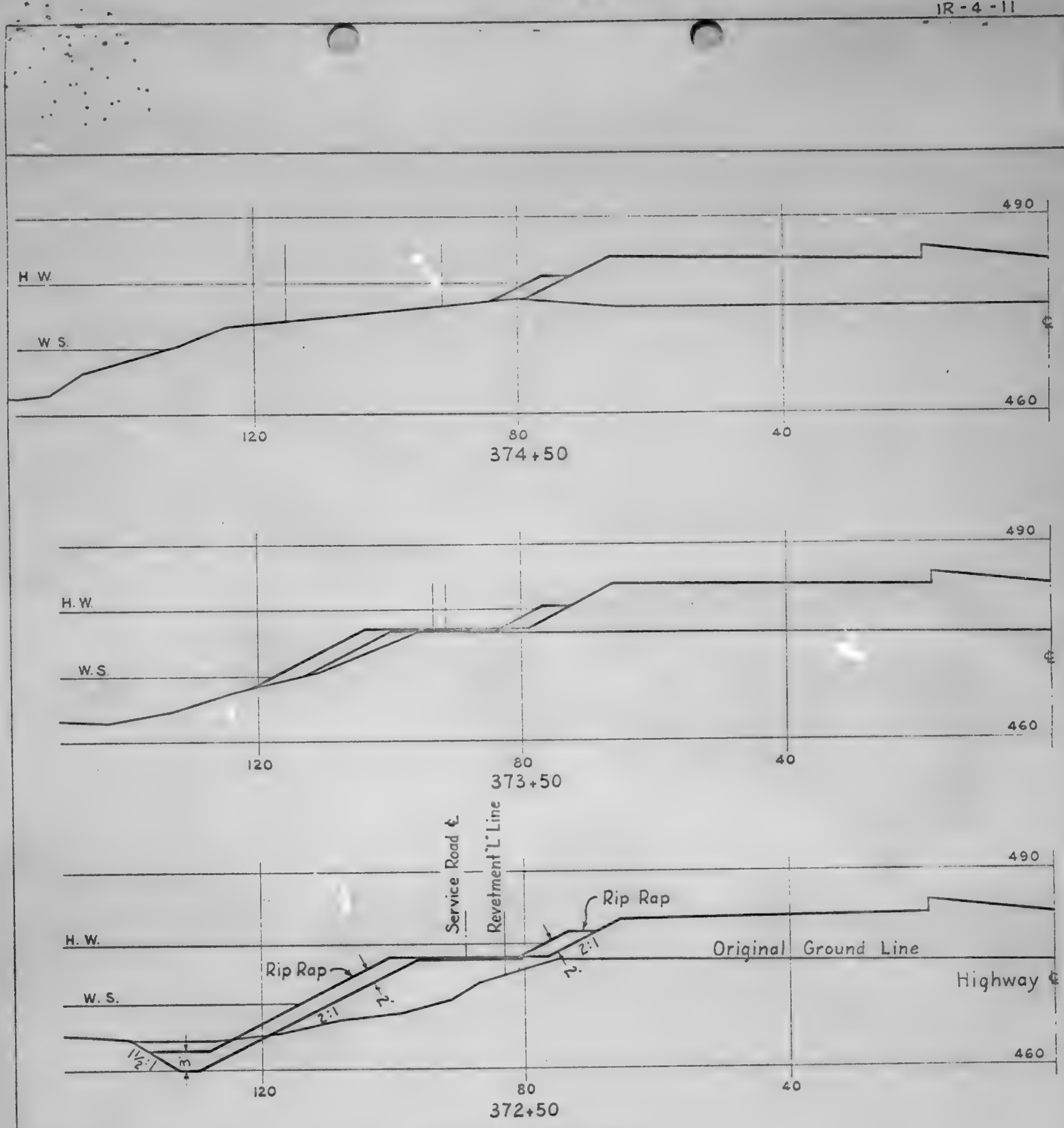
370

TYPICAL SECTION

HIGHBANKS RD. — McKENZIE HWY. SECTION

May, 1964

Vert. & Horiz. Scale 1"=20'



TYPICAL SECTIONS

HIGHBANKS RD. – McKENZIE HWY. SECTION

May, 1964

Vert. & Horiz. Scale 1"-20'

RECEIVED
JAN 8 1964

FOR FILING

F 330 (5)

6804

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1963

SUBJECT: Proposed Encroachment on McKenzie River
Highbanks Road-McKenzie Highway Section
Eugene-Springfield Highway

To: Mr. L. P. Shaw
Asst. State Hwy. Engr.

BUILDING

In answer to your query about status concerning the letter on the subject dated December 2, 1963, and particularly the field work, please be advised that no information has been received.

In explanation, at the request of the Division, a copy of the letter from the Corps was placed in the hands of James E. Chaney, Eugene, who holds the map and some other data in the vicinity, on about December 4. Considerable difficulty was expected in recovery of the revetment centerline and his crew was otherwise engaged. It was the request of the writer that he obtain the necessary information at his early convenience considering that the permit was required for a future unprogrammed project.

F. D. Morgan
Construction Engineer

By

J. E. Morelock
Chief Location Engineer

JEM:ra

Bring up 30 days'

DEC 23 1963
CHIEF ENGINEER

F-330(5)

6804

Salem, Oregon
December 2, 1963

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Proposed Encroachment on
McKenzie River
Highbanks Road-McKenzie
Highway Section
Eugene-Springfield Highway

A reply to our request of November 7 for a permit to place embankment in the McKenzie River on the subject highway has not been satisfied pending submittal of further information.

The attached letter from the Corps of Engineers sets forth four areas of information which the Corps will require before further consideration is given the permit, in addition to a demand for a statement of responsibility in regard to one section of the existing revetment.

You will note in the last paragraph of the Corps' letter, W. J. Ashworth, Assistant Chief, has requested a meeting between their people and ours to discuss this work. Will you please arrange a conference with them and make a report on the items discussed.

It was suggested that the several items requested in regard to engineering information be placed in the engineers' hands prior to the conference.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

NPPRE-MD

22 November 1963

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Department
State Highway Building
Salem 10, Oregon

Dear Mr. Shaw:

Your letter of 7 November 1963 with accompanying sketches requesting permission for construction of proposed highway embankment in the McKenzie River in connection with Highbanks Road-McKenzie Highway section of the Eugene-Springfield Highway, Lane County, Oregon, has been forwarded to this office for reply.

The area to be covered by the proposed fill encroaches on the Myers-Ryler revetment and right of way constructed and maintained by the Corps of Engineers, and also on extension of said revetment sponsored and maintained by the Rainbow Water District.

The preliminary information furnished by the sketches submitted with the above-referenced letter is insufficient to determine the limits of the fill with respect to the existing revetments, or the adequacy of slope protection indicated. In order for you to determine the encroachments of proposed construction in relation to the existing revetments, inclosed for your use are copies of Corps of Engineers drawings numbered 0-MR-9, MK-1-24, MK-1-58, and MK-1-56.

Prior to taking any further action on this matter, the following information should be furnished this office:

1. Plan showing alinement of the highway and service road tied to the revetment traverse by stationing and offset in the vicinity of the proposed embankment and where any work is contemplated within the revetment right of way. The plan should also indicate means of access to the upper portion of the revetment for maintenance.

NPPHE-MD
Mr. Lloyd P. Shaw

22 November 1963

2. Cross-sections taken at not less than 100 foot intervals extending from the highway centerline riverward to the deepest point in the river channel opposite the proposed embankment. The top of the bank and existing revetment, together with the fill dimensions and details of the new revetment, should be shown on the cross-sections.

3. Alinement of revetted transition sections required at the upstream and downstream ends of the embankment to prevent damage to the existing revetment from eddy action or impingement of drift and high velocity flow.

4. As Weyerhaeuser Company's mill diverts flow from the river near the upstream end of the revetment, provision must be made to pass this flow through the highway embankment without damage to the revetment.

In addition to the above, responsibility for maintenance of the revetment placed on the fill must be established in order that the integrity of the original work will not be jeopardized.

It is the opinion of this office that a meeting should be held between representatives of the Highway Department and of the Corps of Engineers for discussion of the proposed work. It would be appreciated if you would notify this office in writing of appropriate time and place for such a meeting. Your cooperation in this matter will be appreciated.

Sincerely yours,

4 Incl (under s/c)
1. Dwg. O-WR-9
2. Dwg. MK-1-24
3. Dwg. MK-1-58
4. Dwg. MK-1-56

W. J. ASHWORTH
Assistant Chief, Real Estate Division

RECEIVED
NOV 27 1963
STATE HIGHWAY COMMISSION

RECEIVED
NOV 8 1963
FOR FILING

F 230 (5)
6804

November 7, 1963

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Attention: T. W. Ragsdale

Dear Sir:

The proposed location by the Highway Commission of the Eugene-Springfield Highway from Highbanks Road to the McKenzie Highway necessitates an encroachment of our fill slopes into the McKenzie River.

Enclosed is a map, together with three prints, showing the pertinent details regarding this project.

Your consideration of this matter and issuance of a permit for this work will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

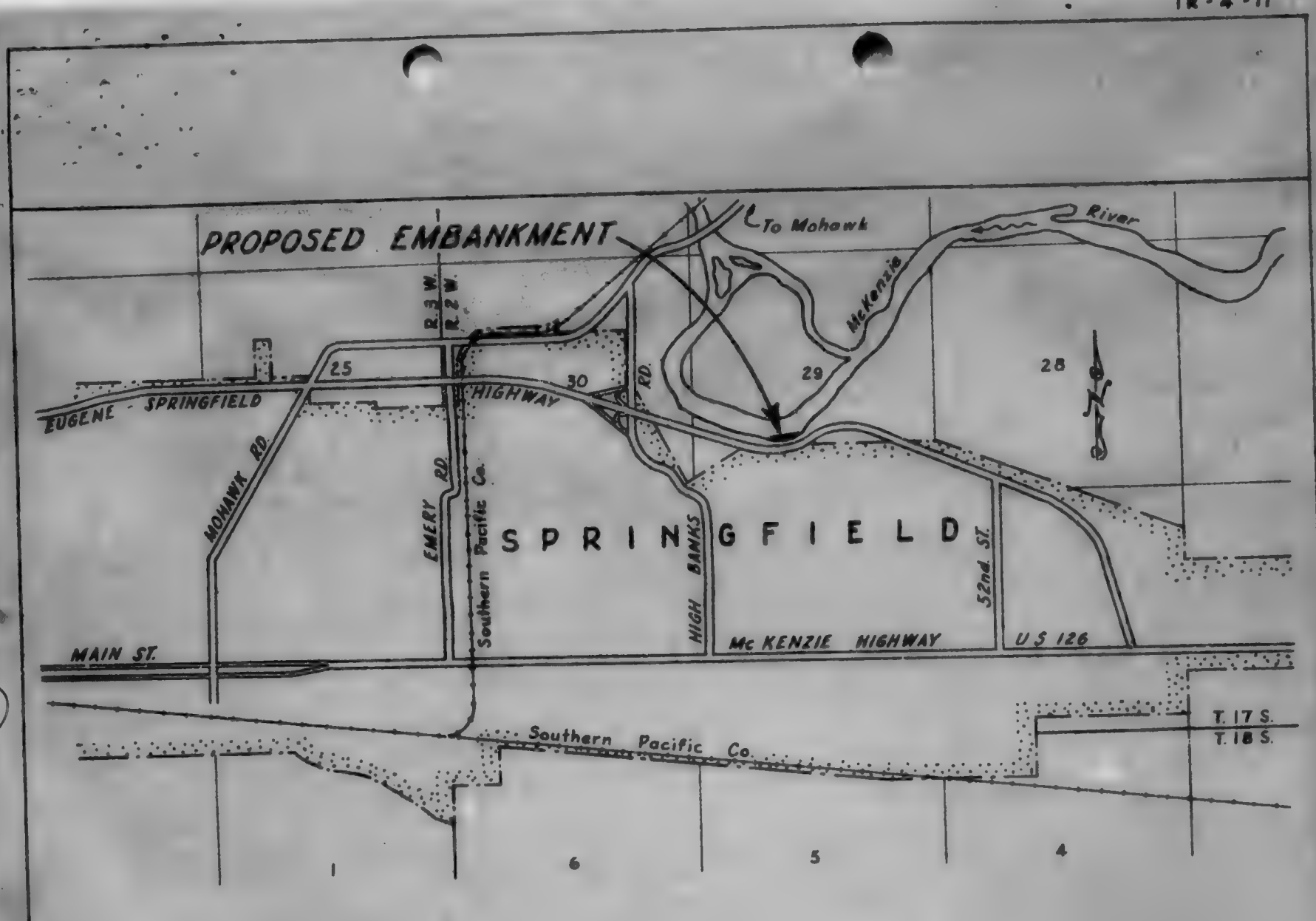
Lloyd P. Shaw
Assistant State Highway Engineer

Enclosures

cc Forrest Cooper
F. D. Morgan
L. R. Chandler

BG:ra: ajw

1R-4-11



OREGON STATE HIGHWAY DEPARTMENT

PROPOSED HIGHWAY EMBANKMENT IN McKENZIE RIVER

HIGHBANKS RD. - McKENZIE HWY. SECTION

EUGENE - SPRINGFIELD HIGHWAY

LANE COUNTY

OREGON

Nov., 1963

Sheet 1 of 3.

Gov't. Lot 9, Sec. 29, T. 17 S., R. 2 W., W. M.

RIVER

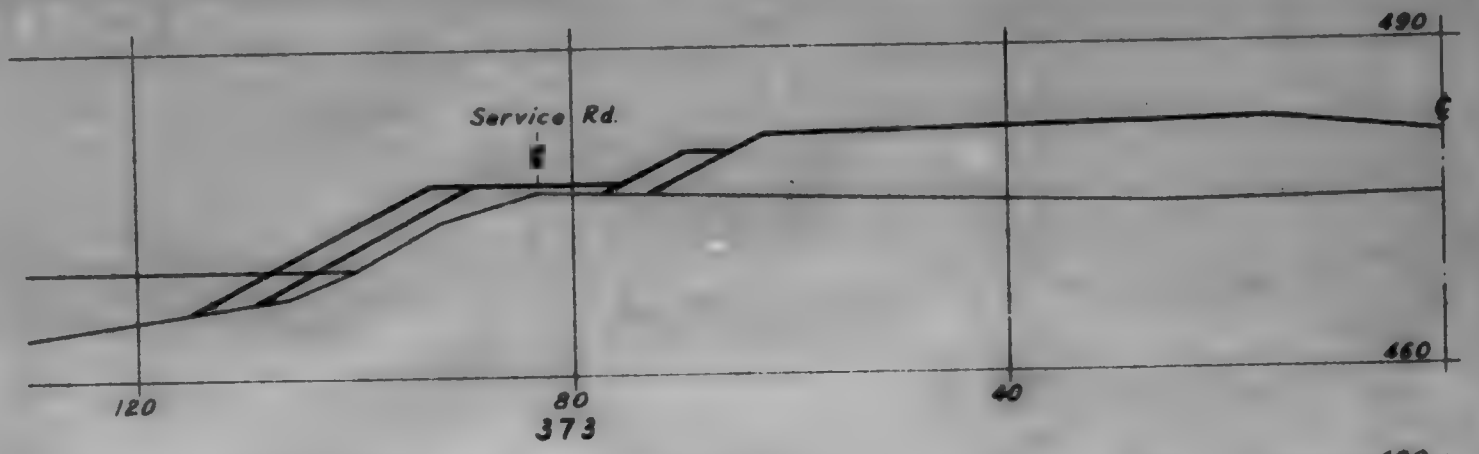
McKENZIE

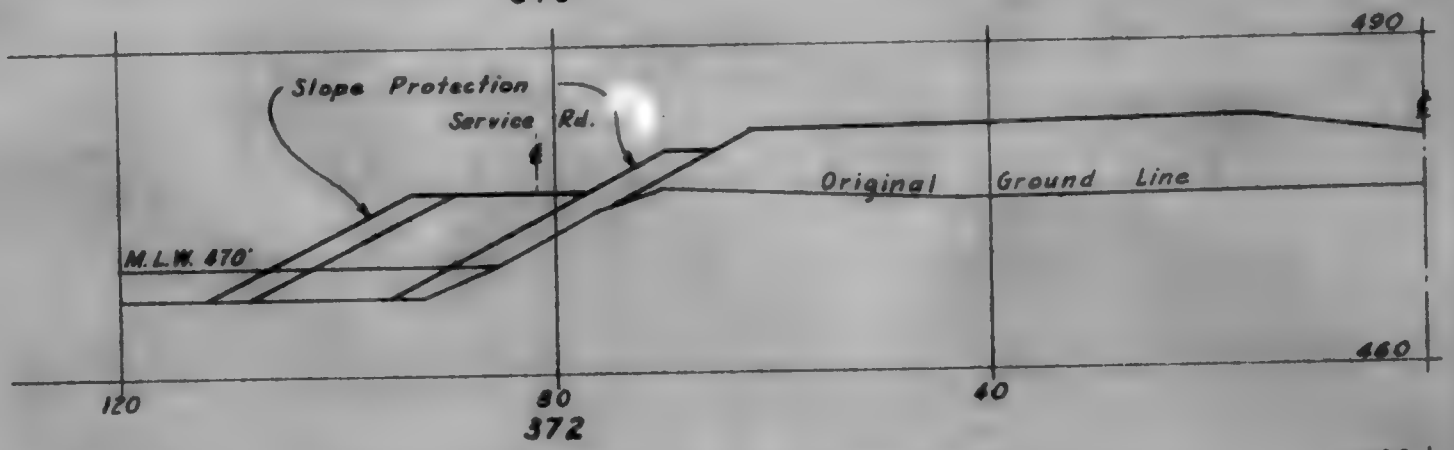
PROPOSED EMBANKMENT

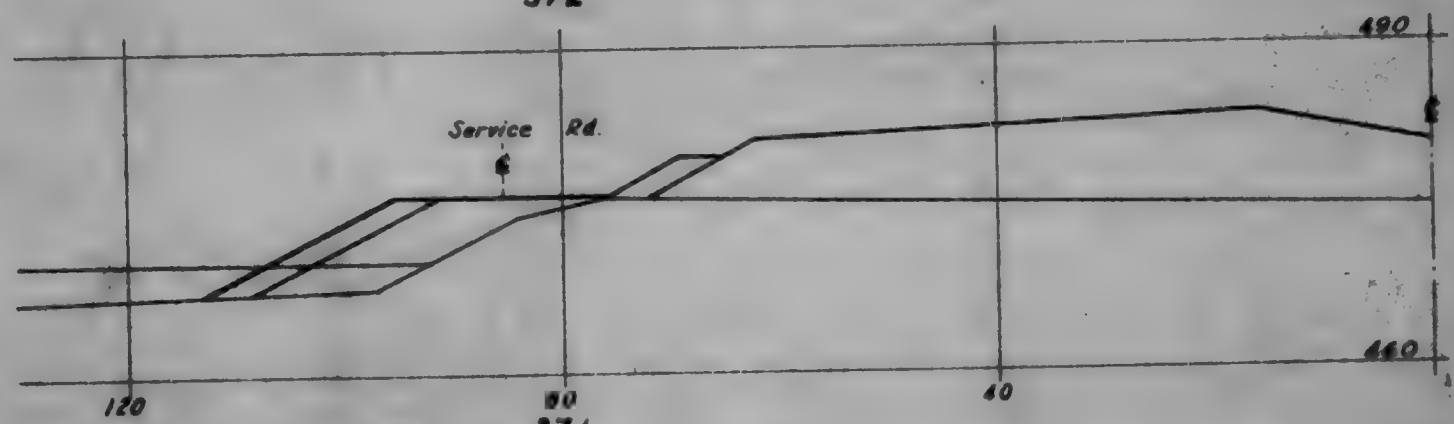
HIGHBANKS RD. — McKENZIE HWY. SECTION

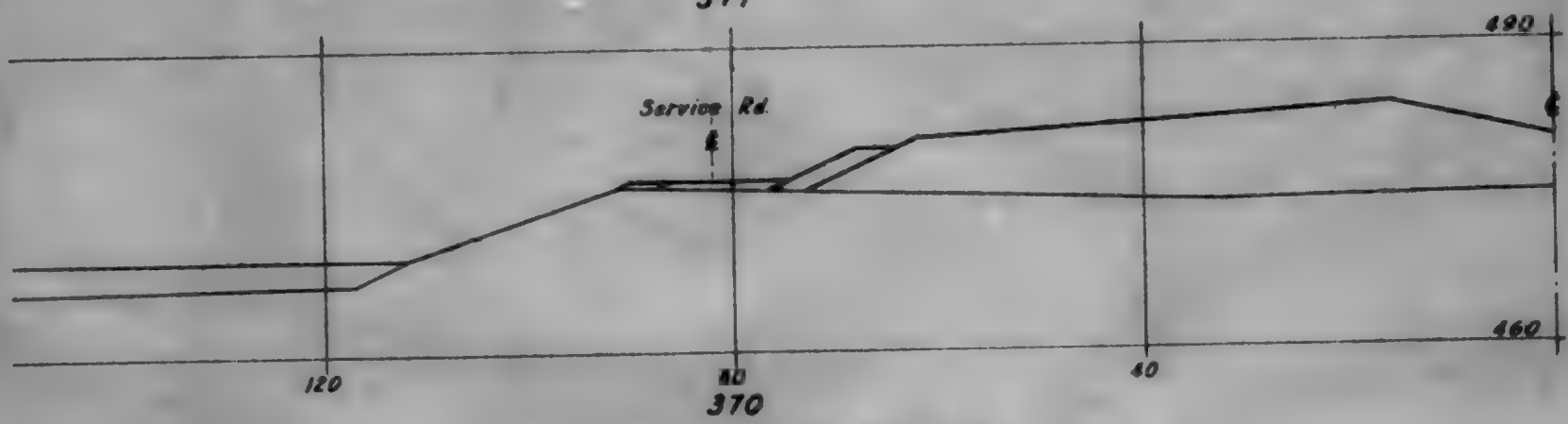
Nov., 1963

Scale 1" = 100'









TYPICAL SECTIONS

HIGHBANKS RD. - McKENZIE HWY. SECTION

Nov., 1963

Vert. & Horiz. Scale 1" = 20'

Sheet 3 of 3.

120-1132 McVay O'Xing Sec., McVay Highway 1966

#6805 [redacted]

RR 635

RECEIVED
APR 7 - 1967

120-11 E
6805

April 6, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6805 awarded to Inland Construction Company for structure, grading, and paving on the McVay Overcrossing Section of the McVay Highway in Lane County was completed on December 21, 1966, and accepted by the Highway Commission on April 5, 1967.

Final payment in the amount of $3,864.88 will be released to the contractor after April 13, 1967. The total contract amount is $127,486.91 including $2,669.13 for work performed under forces account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Inland Construction Company
6202 S.E. Harmony Road
Milwaukie, Oregon 97222

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
APR 5 - 1967
FOR FILING
120-1122
6805

April 5, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed December 21, 1966, on Contract No. 6805. The contract was with Inland Construction Company and was for the structure, grading and paving on the McVay Overcrossing Section of the McVay Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 5, 1967, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. R. Chandler

srb jw

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: McVay Overcrossing		WEEK ENDING: 12-24-66
		SECTION PREFIX: 120-1132
HIGHWAY: McVay		COUNTY: Lane
NAME OF JOB: McVay Overcrossing	KIND OF WORK: Grading, Paving & Structure	
CONTRACTOR: Inland Construction Co.	CONTRACT NUMBER: 6805	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 9, 1966	DATE WORK STARTED: May 20, 1966	ESTIMATED COMPLETION DATE: 12-21-66
AVERAGE FORCE ON PROJECT FOR THE WEEK: 3 MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS: ——	WORK DAYS USED: ——
	SPECIFIED CALENDAR DAYS: 220	CALENDAR DAYS USED: 203
	SPECIFIED COMPLETION DATE: ——	PERCENT OF TIME ELAPSED: 92%
PROJECT AUTHORIZATION: $ 168,018.63	ENGINEERING AUTHORIZATION: $ 11,947.99	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: *76%
EXCLUSIVE OF ENGINEERING: $ 156,070.64	ENGINEERING COST TO DATE: $ 11,860.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: *81%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 164,035.66	PERCENT OF AUTHORIZATION: 99 %	DATE PROJECT WAS COMPLETED: 12-21-66
ESTIMATED PERCENT: OVERRUN 4.74%		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	——	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.16	0.16			0.16
MILES PARTIALLY COMPLETED		0.16			0.16
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,300 CY	1,270 CY			530 Tons
TOTAL QUANTITIES CORRECTED TO DATE	6,400 CY	1,550 CY			700 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,400 CY	1,550 CY			700 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 Frontend Loader
1 Dump Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	373A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy			* Job complete. State Force billing for rearranging
MONDAY	Cloudy			MK Telephone, Telegraph and signal lines, and Railroad protective costs have not been received.
TUESDAY	Cloudy w/showers			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY	Cloudy			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY 12-19	Structure: Finishing concrete surfaces, collision walls; general cleanup. Grading: Hauling fill material.
TUESDAY 12-20	Structure: Finishing concrete surfaces, overhang & reveil, right side. Installing gate and gate posts; general cleanup. Grading: Clearing & grubbing and hauling fill material.
WEDNESDAY 12-21	Structure: Installed 8" drain pipe. Project complete except for cleanup. Grading: No activity.
THURSDAY 12-22	No activity
FRIDAY 12-23	No activity
SATURDAY	

REMARKS

Status: Project complete except for cleanup and removal of construction signs.

SIGNED _____ LOCATION 2191 E. 15th Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUL 25 1966
FOR FILING

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
E. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
DUNSMUIR, CALIF. 96025

120-1132
6805

July 19, 1966

IN REPLY PLEASE REFER TO
GMO 94769
O-PD-64-5

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon, 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

In connection with the reconstruction of McVay Overcrossing, Section of McVay Highway in Lane County, State Highway Contract No. 6805, Inland Construction Co. requests authority to place additional fill over footings for the proposed widened portion of the overhead.

This will be your authority to permit placing this additional fill, providing there is no interference with drainage in this area.

Yours truly,

A W Kilborn

Cc: Mr. E. H. Jones, Resident Engineer
Oregon State Highway Department
2193 East 15th Street
Eugene, Oregon

Cc: Mr. L. H. Gordon
Inland Construction Co.
6202 S.W. Harmony Road
Milwaukie, Oregon

NOTED
TOM EDWARDS

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Merelock
Litchfield
Olson

RECEIVED
JUL 28 1966
CONSTRUCTION OFFICE
JUL 27 1966
DIVISION OF
STATE HIGHWAY ENGINEER

Copies to Tom Edwards
ID Merchant
LR Chandler
JE Holcomb
7-21-66
E

RECEIVED
JUL 25 1966

FOR FILING

120-1132

6 1 E

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1966

RAILROAD COMPANIES
FILE No. 635

SUBJECT: Construction Agreement & Indenture
Southern Pacific Company
Pux 549 R/W File 37317
McVay O-Xing near Springfield Jct.
Lane County

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

L

Herewith please find fully executed duplicate originals of a Construction Agreement and Indenture with Southern Pacific Company.

Please retain the agreement in your permanent files and forward the Indenture to Mr. Saling's office for processing and recording. A copy of the Indenture is also attached hereto so that you may retain the same in your office while the original is being recorded.

Jack L. Sollis

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter (1)
Ivan Merchant (1)
F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (1)
L. R. Chandler (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1)
Ted Mitchfield (1)

FORM E-1282 50M 4-62

RECEIVED
JUL 14 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

120-1122

6805

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 24, 1966

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

ATTENTION: Mr. J. W. DeYoung, Jr.

Re: Adjustment PNB Company Facilities
McVay Overcrossing Section
McVay Highway - Lane County
Contract No. 6805
YOUR FILE: RO No. 71676

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of June 16, 1966, has been approved by the State. Inasmuch as you do not have the manpower available to place the cable in the trench, the contract method is also approved. You are hereby authorized to proceed with the work as of June 23, 1966.

Prior to beginning work you are requested to do the following:

(1) Please contact Mr. E. H. Jones, Resident Bridge Engineer, 2193 East 15th Street, Eugene, Oregon 97403, Phone 342-1361, Extension 291, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

(2) Contact Mr. D. J. Sage, District Maintenance Superintendent, P. O. Box 1269, Eugene, Oregon 97401, Phone 342-1361, Extension 287, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed subsequent to June 23, 1966, in the amount of $3,394.00, will be made in accordance with paragraph 7-c(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

PGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
L. R. Chandler
Ellis Jones
D. J. Sage
J. E. Holcomb

RECEIVED
MAY 13 1966
FOR FILING
120-113
6805

May 13, 1966

Oregon State Highway Commission

Gentlemen:

On May 9, the contract was awarded to widen the McVay Overcrossing of the McVay Highway in Lane County. This is to alleviate a bad traffic condition caused by a narrow bridge.

It is necessary to enter into an agreement with the Southern Pacific Company whereby we agree to underwrite any expense the railroad may have in connection with this project. This consists primarily of adjustment of signal lines and paying the cost of a railroad inspector.

An agreement covering the project is enclosed and I recommend that you sign it and return to this office.

The matter will be placed on the agenda for confirmation at the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Agreement to Jackson + Simpson 5/13/66

RLP:mm
enc.
cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

FORM S-123

RECEIVED
MAY 10 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 9, 1966

Inland Construction Company
P. O. Box 22211
Milwaukie, Oregon 97222

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6805 for the following project:

McVay Overcrossing Section of the
McVay Highway in Lane County.

This award was based on your bid of $124,549.90 which was submitted to the Commission on April 28, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
APR 28 1966
FOR FILING
126 - 1132
6805

April 27, 1966

Oregon State Highway Commission

Gentlemen:

Contract plans for the McVay Overcrossing Section of the McVay Highway in Lane County are complete.

The proposed work on this section involves widening of the existing structure over the Southern Pacific railroad and rebuilding the ramps on each end of the structure. The total length of the project is 0.29 mile.

The cost of the project is $202,000. Bids are to be received April 28, 1966.

Mr. Jackson approved the additional amount on April 23 to be added to the 1966 State Construction Budget.

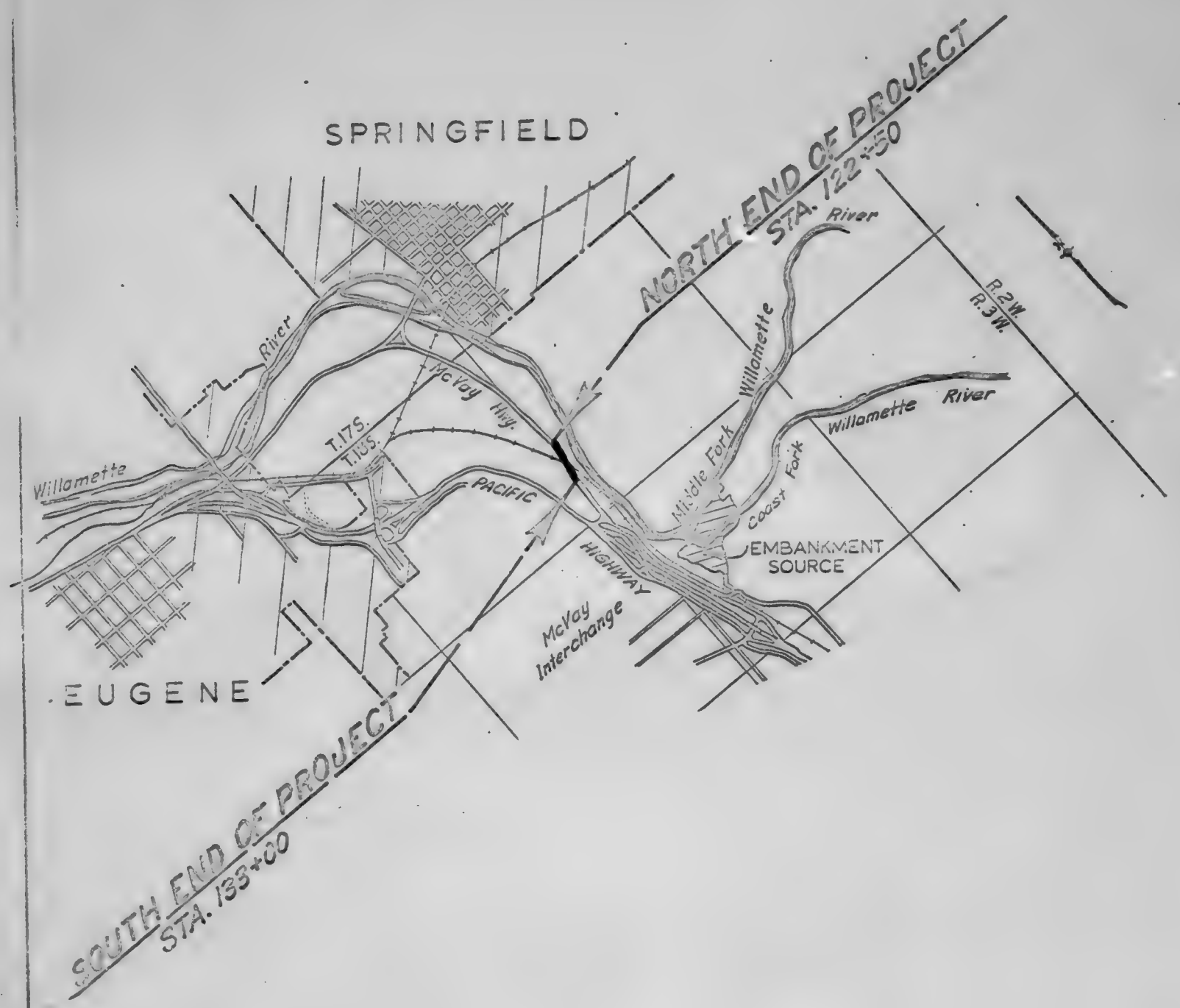
This matter will be on the agenda for confirmation at the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DLT:rw fn


SPRINGFIELD
NORTH END OF PROJECT
STA. 122+50
River
Willamette
McVay Hwy.
T.17S.
T.18S.
Willamette
PACIFIC
HIGHWAY
McVay
Interchange
Middle Fork
Coast Fork
Willamette River
R.2W.
R.3W.
EMBANKMENT
SOURCE
EUGENE
SOUTH END OF PROJECT
STA. 133+00

RECEIVED
MAR 14 1966

FOR FILING
120-1132

6805

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1966

SUBJECT:

To: MEMO TO FILE

On this date, George Williams of the Washington, D. C. office of the Bureau of Public Roards called re four items that I had discussed with him in his office on January 18.

(1) Raising the vertical clearance of a structure on I-5 near Creswell; denied.

(2) Changing an access at the McVey Interchage on I-5 south of Eugene; approved.

(3) Request for change of design on the Lower Boones Ferry Road Interchange (I-5); denied.

(4) 6:1 slopes on the Goshen-Cottage Grove Section south of Creswell; approved.

Forrest Cooper
State Highway Engineer

FC:fn ms

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe

RECEIVED
FEB 18 1966

FOR FILING
Hwy 120-1132
Lafayette
Hwy 6K05
Spec

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1966

SUBJECT: Proposed Highway Safety Improvement Projects

To: F. B. Klaboe
Asst. State Highway Engineer
B U I L D I N G

Transmitted, herewith, for your use in Safety Improvement Project programming are documentation data for the following projects:

South Fork Coquille River (White) Bridge Section, Power Highway, Coos County.
Jack Creek-Antelope Creek Section, I.O.N. Highway, Malheur County.
Woodworth Acres-Parkdale Section, Hood River Highway, Hood River County.
Pelton Dam Road-Agency Plains Section, Warm Springs Highway, Jefferson County.
McVay O'Xing Section, McVay Highway, Lane County.
Cedar Hills Boulevard Interchange Section, Sunset Highway, Multnomah County.
Ranch Road (Reedsport) O'Xing Section, Oregon Coast Highway, Douglas County.

The McVay O'Xing project is warranted on the basis of high accident experience. The Cedar Hills Boulevard Interchange project is justified on a combined basis of high accident incidents and engineering judgment. The remainder of the above listed projects are justified on the basis of engineering judgment.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

OBJ:djb
Enc.
cc: Tom Edwards

2-18-66
Orig to Young
& M Chandler
with BPR.

McVay O'Xing Section

SAFETY IMPROVEMENT PROJECT

Date February, 1966 Highway McVay

Route No. FAS 674 Highway No. 225 M.P. 1.44 to M.P. 1.64

Urban ☐ Rural ☒

Accidents from 1-63 to 7-65 Average Daily Traffic 3819

Total Accidents 42 Persons Injured 18 Persons Killed 0 Accident Rate 12.03

Design Speed - No. Lanes 2 Parking no Type Terrain -

Alignment: Horz. - Vert. - Shoulders -

Type of improvement Widen existing 19.6' wide structure to provide a 32' width.

Estimated cost of improvement: $ 350,000

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other _____ (State-City)

FAI ___

Remarks: The existing narrow structure constitutes an accident hazard which is evidenced by the high accident rate and by the total number of accidents. This project should reduce the present hazard and result in a decrease in the accident rate.

ORDER NO. 42319

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-336

In the Matter of the Application of the STATE OF OREGON by and through its State Highway Commission, for authority to construct an overcrossing over the tracks and right of way of the Siskiyou Main Line of the Southern Pacific Company, known as the McVAY OVERCROSSING WIDENING project, located approximately 7 miles southeasterly of Eugene, in Section 3, Township 18 South, Range 3 West, Willamette Meridian, Lane County, Oregon.	ORDER

On November 2, 1965, Oregon State Highway Commission, acting for the State of Oregon, applied to the Commissioner for authority to alter an existing railroad-highway overcrossing structure at the location set forth in the above title. The alteration is to be effected by a widening of the present structure which will facilitate the movement of vehicle traffic over and above the railroad track of Southern Pacific Company.

Applicant alleges that the filing is made under the authority of ORS 366.205 and ORS 763.040; that such alteration is necessary for the proper service, safety and convenience of the public because of the recent and anticipated increase in the volume of vehicle traffic on the highway, and the inadequacy of the present structure to safely accommodate such volume of traffic.

Attached to the Application and parts thereof are drawings issued by the Oregon State Highway Department and marked Exhibit A, and identified as Drawing No. 21349 and Sheet 1 of Drawing No. 21260. One drawing shows in detail and to scale, by a vicinity map, the relationship between highway and railroad, the location of the proposed

structure, the topography in the general area and the adjacent culture. Also shown is a profile grade of highway and railroad in the vicinity of their intersection, and a plan and elevation of the proposed structure.

Copies of the Application and the attached drawings were forwarded to the Superintendent and the Attorneys for Southern Pacific Company and to the Lane County Board of County Commissioners. No objections were made to the alteration as proposed or to the granting of the Application in accordance with the terms and conditions as set forth.

On November 21, 1965, acting upon an Application of the State of Oregon, and for good cause appearing, the Commissioner, by his order No. 40547 authorized the construction of a 2-lane overcrossing structure at a location closely adjacent to the structure now existing and now and herein subject to alteration. In the instant Application it is alleged that such new structure has not since been constructed, that Applicant does not, in the foreseeable future, intend to forward such construction. Applicant, therefore, requests that said authorization be cancelled.

Due consideration has been given to all that is set forth in the Application and the record herein. Conditions in the field were reviewed and are substantially as alleged. As no issues are raised by any railroad company or public body in interest that are within the purview of ORS 763.080, and as the delay that would be occasioned and the expense that would be incurred by the holding of a public hearing on this matter appear to be unjustified, such public hearing will not be held.

Based upon the Application, the record, and an investigation in the field, it is found that:

Applicant, State of Oregon and its Highway Commission, finds it necessary to improve the McVay Highway which carries vehicle traffic from a connection with the McKenzie Highway (USHR 126) near Springfield to a junction with Pacific Highway (USHR 99) and Interstate Highway No. 5 near Goshen, all in Lane County, Oregon.

Approximately 1 mile southerly from its McKenzie intersection the McVay highway crosses over the single track of Southern Pacific Company's Siskiyou main line on an overcrossing structure. This crossing was designated as Crossing No. C-643.4-A in the Commissioner's Catalog of Railroad Crossings in 1937 and it is so identified at this time.

The bridge deck or roadway is approximately 16 feet in width and 325 feet in length along its center line.

The railroad track passes beneath the fifth span and between bents 5 and 6 when numbered from the northerly end, with adequate and permissible overhead and side track clearance.

Applicant proposes to move the center line of the structure approximately 7 feet to the west and to remove and reposition the westerly handrail on a new structure which will provide a roadway width of 32 feet between felloe guards. At Survey Stations 11.70 + 17.6 on railroad center line, and 127 + 83.89 on highway structure center line, railroad and highway will intersect at an angle of 34° and 33' in the southwest quadrant.

The deck will be supported by concrete and steel columns and the horizontal and vertical clearance that will be provided beneath the fifth span will, after construction, be equal to or in excess of that which is prescribed as the minimum permissible in the Commissioner's Rules and Regulations.

During construction, however, the overhead clearance will be limited to 21 feet 0 inches above top of rail because of the necessary placement of false work or construction materials.

Applicant proposes, without objection from Southern Pacific Company, that the construction and maintenance of the project be handled and the cost thereof be borne as follows:

TO BE DONE BY STATE:

(a) Prepare plans and specifications, award contracts for and supervise the construction of the proposed addition to the overcrossing structure.

(b) Finance the construction of said project including reimbursement to railroad company for the costs of expenditures incurred by it in connection therewith.

(c) After the alterations are completed, maintain the entire structure with its fills and approaches and other highway appurtenances.

TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant:

1. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of the construction.

2. Remove and replace the existing right of way fences, signal and communication lines, protect the same during the construction period and replace in a permanent location upon completion.

(b) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities.

No objections have been made to the alteration of the established crossing. The improved facility will greatly benefit highway users. Its construction will be mainly for the convenience and accommodation of the public. The terms and conditions set forth above which relate to the division of work to be performed, to the maintenance of the completed structure and to the bearing of costs therefor are acceptable to Applicant and to Southern Pacific Company. They are just and reasonable and they are herein approved.

The clearance above the existing track will be reduced to 21 feet during the construction period. Such clearance is less than the 22.5 foot permissible minimum that is prescribed by Rule 44-055 of the Commissioner's Rules and Regulations. The impairment of 1.5 feet at this location will not effect train operations or be particularly hazardous to trainmen. A variance from the provisions of the rules should be granted, the impairment allowed and movement of trains over the impaired tracks should be permitted.

The alteration of the existing structure as herein proposed will obviate the need for the construction of a companion structure as previously contemplated and as authorized by PUC Oregon Order No. 40547. Applicant alleges that such structure will not be built within the foreseeable future. Order No. 40547 should therefore be rescinded.

From the foregoing it is concluded that it is in the public interest that the alteration of the structure be allowed; that a temporary variance from the track clearance restrictions be permitted; that Order No. 40547 be rescinded, and that the Application be granted. It is therefore

ORDERED that the Application of the State of Oregon by and through its State Highway Commission for authority to alter an existing highway overcrossing structure designated as C-643.4-A, known as the McVay Overcrossing Widening project, located approximately 7 miles southeasterly from Eugene, be and the same is hereby granted under the following terms and conditions:

1. The construction shall be done in a good and workmanlike manner and in accordance with accepted engineering practices. The alteration shall be made in conformity with the details as shown on the drawings submitted with the Application and above identified;

2. All work of construction and maintenance of the structure shall otherwise be done

and the costs thereof shall be borne in accordance with the terms and conditions that are set forth and approved in the findings of the Commissioner which are hereinabove made; and it is further

ORDERED that a temporary variance from the provisions of Rule 44-055 of the Commissioner's Rules and Regulations be and the same is hereby granted, and that the placement of false work or building materials at a minimum distance of 21 feet above top of rail of the existing track, and the operation of trains over the track during the construction period, be and the same is hereby authorized; and it is further

ORDERED that PUC Oregon Order No. 40547 dated November 21, 1964, now and hereinafter serving no useful purpose, be and the same is hereby rescinded and the provisions thereof annulled; and it is further

ORDERED that the designation C-643.4-A presently assigned to the crossing be continued as a means of identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 6th day of Jan., 1966

Public Utility Commissioner

(SEAL)

JNH:ja
10-29-65

PUX 580

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the tracks and right of way of the Siskiyou Main Line of the Southern Pacific Company, known as the McVAY OVERCROSSING WIDENING project, located approximately 7 miles southeasterly of Eugene, in Section 3, Township 18 South, Range 3 West, Willamette Meridian, Lane County, Oregon.

APPLICATION

No._____

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this Application is made under the authority of ORS 366.205 and ORS 763.040.

III

That for the proper service, safety and convenience of the public, Applicant is reconstructing the McVay Highway, Secondary State Highway No. 225. Said reconstruction necessitates the construction of an additional lane on the westerly side of the existing overcrossing structure where said McVay Highway intersects and crosses the right of way of the Siskiyou Main Line of the Southern Pacific Company. Said proposed overcrossing structure is shown in detail on Oregon State Highway Department, Bridge Division, Plan & Elevation Drawing No. 21260, dated September 27, 1965, and Vicinity Map & Profile Drawing No. 21349, marked Exhibit "A", attached hereto and by reference made a part hereof. The proposed additional structure constitutes an

additional highway overcrossing of the existing railroad and eliminates no grade crossing, so that pursuant to the provisions of Bureau of Public Roads' Policy and Procedure Memorandum No. 21-10, no benefit will accrue therefrom to the railroad.

IV

That due to the high water table in the area, the close proximity of the Willamette River and other physical characteristics of the proposed site, an undercrossing will not be feasible, and that the density of vehicular traffic upon the highway necessitates a grade separation crossing so that the safety of the public may be protected.

V

That upon completion of the project, the estimated annual average daily traffic on the McVay Highway will be 4600 vehicles with an anticipated increase to 6900 in 1974; that there are 10 train movements per day on 6 days of the week at the site of the proposed overcrossing.

VI

That the proposed contiguous structure will be 315.05 feet between centerlines of the end bents; that the widened bridge centerline will intersect the centerline of the existing railroad at Highway Engineer's Centerline Station 127+83.89 P.O.T. equals Railroad Engineer's Station 1170+17.6 point on taper, with an included angle of intersection in the southeast quadrant of 34°33' tangent to tangent. Said structure will be constructed from reinforced concrete of an overall width of 38 feet and will have a 32 foot wide roadway with two safety curbs on each side thereof. Provision is made for an additional railroad track on each side of the present track with approximately 21 feet 0 inches lateral clearance between tracks; that said

structure is on a 320 foot vertical curve with a point of intersection at Highway Engineer's Centerline Station 127+75.0, and with an ascending grade from the north of 4.505% and an ascending grade from the south of 1.10%.

VII

That the Applicant proposes that the construction and maintenance of the project be handled, and the costs thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed addition to the overcrossing structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing highway funds only, finance the construction of said project, including reimbursement to railroad company for the cost of expenditures incurred by it in connection therewith; said reimbursement shall be made pursuant to the accounting practices contained in Policy and Procedure Memorandum No. 30-3, issued by the Federal Bureau of Public Roads, under date of August 15, 1955, and amendments and supplements thereto.

(c) After completion of the construction of said project, maintain the enlarged structure with its fills and approaches and other highway appurtenances.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal regulations:

1. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of the construction of the project.

2. Remove and replace its existing right of way fences as may be required.

3. Remove its existing signal and communications lines, protect the same during the construction period, and replace in a permanent location upon completion of the construction.

(b) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities.

VIII

That during construction, the vertical clearance over the existing track will be reduced to 21 feet 0 inches; that upon completion of the construction, said impairment (1.5 feet) of vertical clearance requirements will be removed by State. Horizontal clearance shall at all times exceed the minimum required by the Commissioner, as set forth in his Rule 44-055.

IX

That on November 21, 1964, by Order No. 40547, the Commissioner authorized construction of a new and separate 2-lane overcrossing structure in the near vicinity of the existing overcrossing. Said new structure has not been built and Applicant does not within the foreseeable future intend to construct the same; that said authorization should be cancelled.

X

That the proposed project is located in Section 3, Township 18 South, Range 3 West, Willamette Meridian, Lane County, Oregon.

JNH:ja
10-29-65

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of costs in accordance herewith and for such other order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 29th day of October, 1965.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

_____
IVAN D. MERCHANT

Subscribed and sworn to before me this 29th day of October, 1965.

_____
J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

_____
J.N. HERSHBERGER
Utilities & Railroad Attorney

RECEIVED
JUL 15 1965
FOR FILING

120-1132

6805

Salem, Oregon 97310
July 14, 1965

McVay Point Structure

Mr. D. J. Barbee
Assistant Construction Engineer
B U I L D I N G

I enclose copies of a proposed widening of the existing structure at McVay Point on McVay Highway near Springfield.

Please proceed to attempt to purchase all the right-of-way required for this widening project and for the construction of a new supplemental two-lane structure as proposed on Drawing No. 19823. If this matter becomes one that would require condemnation procedures, please check with me before proceeding to file.

Following the purchase of the required right-of-way, we should work up a contract for phase number one which would include the widening of the existing structure only at an estimated cost of approximately $210,000.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosure

cc: Mr. Tom Edwards
Mr. Ivan Merchant

ORDER NO. 40547

21-64

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-303

In the matter of the application of the STATE OF OREGON by and through its State Highway Commission, for authority to construct an overcrossing over the tracks and right of way of the Siskiyou Branch Line of the Southern Pacific Company, known as the SECOND McVAY OVERCROSSING project, located approximately 7 miles southeasterly of Eugene, in Section 3, Township 18 South, Range 3 West, Willamette Meridian, Lane County, Oregon.	ORDER

On August 26, 1964, the State of Oregon, through its State Highway Commission, applied to the Commissioner for authority to establish a railroad-highway crossing at the location set forth in the above title. Such crossing to be effected by means of a grade separation structure which will permit the traffic on the McVay Highway to pass over and above the railroad track of Southern Pacific Company.

Applicant alleges that the filing is made under the authority of ORS 366.205 and ORS 763.040; that such crossing is necessary for the proper service, safety and convenience of the public, and that because of the physical characteristics of the proposed crossing site, the present and anticipated high volume of vehicle traffic using the highway, and the need to safeguard the traveling public, such type of crossing is necessary.

Attached to and a part of the Application are drawings numbered 19823 and 20053 issued by the Oregon State Highway Department, being respectively, a vicinity map and profile of the area and a plan and elevation of the proposed structure. Copies of the Application and the drawings attached thereto were forwarded to the Superintendent

and the Attorneys for Southern Pacific Company and the Road Department and Board of County Commissioners of Lane County, each at their respective addresses.

On October 28, 1964, Applicant entered herein its Motion to Amend the Application as originally filed and docketed as SXF-303, stating that certain changes in design had made necessary a revision of the drawings previously submitted. Applicant requests that the original drawing be replaced by the revised drawing which is attached to the Motion, and prays for an order authorizing construction of the structure in accordance with the changed design.

Copies of Applicant's Motion to Amend, together with the attached drawing were forwarded to all parties of record.

No objections were made to the construction as set forth in the Application or to the changes that are proposed in the amendment. The Motion to Amend is granted and the Application will hereinafter be considered as thereby amended.

No issues are raised by any railroad company or public body in interest that are within the purview of ORS 763.080. Due consideration has been given to all that is set forth in the Application and the record herein. Conditions in the field were investigated and are substantially as alleged. The delay that would be occasioned and the expense that would be incurred by the holding of a public hearing on this matter is unjustified. Good cause appearing therefore such public hearing will not be held.

Based upon the pleadings and an investigation in the field it is found that:

Applicant, State of Oregon and its Highway Commission, finds it necessary to improve the McVay Highway which carries vehicle traffic from a connection with the McKenzie Highway (USHR 126) near Springfield to a junction with Pacific Highway (USHR 99) and Interstate Highway No. 5 near Goshen, all in Lane County, Oregon. Approximately one mile southerly from its McKenzie intersection

the McVay Highway crosses over the single track of Southern Pacific Company's Siskiyou Main Line on an overcrossing structure. Applicant proposes to parallel the existing overcrossing with a second grade separation structure which will temporarily carry southbound traffic and later be a part of a 4-lane facility which will permit the abandonment of the inadequate structure now in use.

Upon completion of the first unit it is estimated that the two structures will carry an annual average daily traffic of 4,600 vehicles. It is anticipated that this daily traffic volume will increase to 6,900 vehicles by 1974.

The track involved is in the Medford Subdivision of the Portland Division of Southern Pacific Company, a railroad as defined in ORS 763.010. Approximately ten freight trains are moved over the track on each of 6 days of the week. No passenger trains are normally operated in the Medford Subdivision.

The proposed structure will be composed of ten reinforced concrete slab spans having a total length of 444 feet between centers of end bents. The deck, of reinforced concrete, will carry a vehicle roadway 36 feet in width between curbs, and a 5-foot wide pedestrian walkway. The grade line diagram shows the proposed structure to be within the limits of an 800-foot long vertical curve which intersects a southward ascending gradient of 5.122% at a point approximately 200 feet northerly from the end of the structure and a northerly ascending gradient of 1.60% at approximately the same distance to the south of the structure. Lines that are tangent to the curves of the center lines of railroad and highway intersect at an angle of 31° and 35' in the southeast quadrant and at Highway Survey Station 126 + 69.68 and Railroad Survey Station 1169 + 03.2.

The deck is supported on reinforced concrete and steel columns so spaced as to provide greater horizontal track clearance than is required as a minimum by the Commissioner's regulations. After construction the vertical clearance will also be in excess of the Commissioner's required minimum. During construction, however, false work necessary to the erection of the deck will for a time impair the standard vertical clearance.

The existing track will pass between bents 5 and 7 and provision is made, and adequate clearance is provided, for the installation of 2 future tracks, one on each side of the existing track.

Applicant proposes, without objection from Southern Pacific Company, that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

TO BE DONE BY STATE

(a) Prepare plans and specifications, award contracts for and supervise the construction of the proposed grade separation structure, including highway approaches.

(b) Finance the construction of said project including reimbursement to Railroad Company for necessary expenditures incurred by it in connection therewith.

(c) After completion of the project, maintain the overcrossing structure with its fills and approaches and other highway appurtenances.

TO BE DONE BY RAILROAD

(a) Subject to reimbursement by Applicant as set forth above:

1. Furnish such engineering, inspection, watchman and flagman service as may be necessary to protect railroad operations during the period of construction of the project.

2. Remove, protect and replace where necessary the existing right of way fences and signal and/or communication lines.

(b) During and after construction at its own cost and expense maintain the railroad track with its appurtenances and facilities.

No objections have been made to the location or manner of establishing the crossing. The additional overcrossing structure will greatly benefit highway users and its construction will be mainly for the convenience and accommodation of the public. The terms and conditions set forth above which relate to the division of work to be performed in building the structure and in maintaining it thereafter, and in bearing the costs therefor, are acceptable to Applicant and to Southern Pacific Company, are just and reasonable and they are herein approved.

Applicant alleges that the clearance above the existing track will be reduced to 21 feet during the construction period. Such clearance is less than the 22.5 foot permissible minimum that is prescribed by Rule 44-055 of the Commissioner's Rules and Regulations. The impairment of 1.5 feet at this location will not effect train operations, or be particularly hazardous to trainmen. A variance from the provisions of the Rules should be granted, the impairment allowed and the movement of trains over the impaired track should be permitted.

From the foregoing it is concluded that it is in the public interest that this Application be granted. It is therefore

ORDERED that the Application of the State of Oregon by and through its State Highway Commission for authority to construct an overcrossing over the tracks and right of way of the Siskiyou Branch of Southern Pacific Company known as the Second McVay Overcrossing project, located as set forth above, be and the same is hereby granted under the following terms and conditions:

1. The overcrossing shall be constructed in a good and workmanlike manner, in accordance with modern accepted engineering practices, and in conformity as to details of location, design and dimension with the plans and profile submitted by Applicant and above identified;

2. All work of construction and maintenance of the overcrossing structure shall otherwise

be done and the costs thereof be borne in accordance with the terms and conditions that are set forth and approved in the findings of the Commissioner which are hereinabove made; and it is further

ORDERED that a variance from the provisions of Rule 44-055 of the Commissioner's Rules and Regulations be and the same is hereby granted; and that the placement of falsework or building materials at a minimum distance of 21 feet above top of rail of the existing track, and the operation of trains over the track during the construction period be and the same is thereby authorized; and it is further

ORDERED that the designation C-643.4-A be assigned to the crossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 21st day of Nov, 1964.

James C Hill
Public Utility Commissioner

(SEAL)

JNH:jr
10-27-64

PUX 549

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

10-27-64

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the tracks and right of way of the Siskiyou Branch Line of the Southern Pacific Company, known as the SECOND McVAY OVERCROSSING project, located approximately 7 miles southeasterly of Eugene, in Section 3, Township 18 South, Range 3 West, Willamette Meridian, Lane County, Oregon.	MOTION TO AMEND SXF-303

Drawing #
20053

Comes now the Applicant in the above-titled matter and respectfully represents that its Application should be amended as follows:

I

That Oregon State Highway Department, Bridge Division, Drawing No. 20053, dated July 15, 1964, Bridge No. 373A, Revised August 19, 1964, which was submitted with the Application, should be replaced by the attached drawing which bears the same identification titles and numbers but which contains a Revision No. 4, under date of September 22, 1964. Said Revision No. 4 changes the design so that the northerly end of the structure is at Highway Engineer's Centerline "LS" Station 124+49.5 (formerly ended at "LS" Station 124+35) which fact results from substituting two 43-foot slab spans for the former design using three 33'6" slab spans. The overall length of the span thus becomes 444 feet (center-to-center of end bents) instead of the former 458'6" length.

WHEREFORE, Applicant prays for an order authorizing construction of said structure in accordance with the revised design as appears in said Revised (Amending) drawing.

JNH:jr
10-27-64

Dated at Salem, Oregon, the 27th day of October, 1964.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Amend is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 27th day of October, 1964.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Motion to Amend and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr
8-24-64

PUX 549

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

8-25-64

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the tracks and right of way of the Siskiyou Branch Line of the Southern Pacific Company, known as the SECOND McVAY OVERCROSSING project, located approximately 7 miles southeasterly of Eugene, in Section 3, Township 18 South, Range 3 West, Willamette Meridian, Lane County, Oregon.

Drawing #20053

APPLICATION

No._____

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this Application is made under the authority of ORS 366.205 and ORS 763.040.

III

That for the proper service, safety and convenience of the public, Applicant is reconstructing the McVay Highway, Secondary State Highway No. 225. Said reconstruction necessitates the construction of a new overcrossing structure where said McVay Highway intersects and crosses the right of way of the Siskiyou Branch Line of the Southern Pacific Company. Said proposed overcrossing structure is shown in detail on Oregon State Highway Department, Bridge Division, Drawing No. 20053, revised August 19, 1964, and Vicinity Map & Profile Drawing No. 19823, with revisions to July 24, 1964, which are attached

hereto and by reference made a part hereof. The proposed structure constitutes an additional highway overcrossing of the existing railroad and eliminates no grade crossing, so that pursuant to the provisions of Bureau of Public Roads' Policy and Procedure Memorandum No. 21-6, no benefit will accrue to the railroad therefrom.

IV

That due to the high water table in the area, the close proximity of the Willamette River and other physical characteristics of the proposed site, an undercrossing will not be feasible, and that the density of vehicular traffic upon the highway necessitates a grade separation crossing so that the safety of the public may be protected.

V

That upon completion of the project, the estimated annual average daily traffic on the McVay Highway will be 4600 vehicles with an anticipated increase to 6900 in 1974; that there are 10 train movements per day on 6 days of the week at the site of the proposed overcrossing.

VI

That the proposed structure will be 458 feet, 6 inches, between centerlines of the end bents; that the proposed "LS" centerline intersects the existing railroad at "LS" Station 126+69.68 P.O.C. equals Railroad Engineer's Station 1169+03.2 point on taper, with an included angle of intersection in the southeast quadrant of 31°35' tangent to tangent. Said structure will be constructed from reinforced concrete and will have a 36 foot wide roadway between parapets, with a 5 foot sidewalk on the westerly side thereof. Provision is made for an additional railroad track on each side of the present track with approximately 22 feet, 6 inches, lateral clearance between tracks;

that said structure is on an 800 foot vertical curve with a point of intersection at Station 126+40, and with an ascending grade from the north of 5.122%, and an ascending grade from the south of 1.60%. Said structure will carry two lanes of southbound traffic upon completion, while the existing structure will carry one lane of northbound traffic. At some future date, the proposed structure will be widened to four lanes with a 16 foot median area, at which time the existing overcrossing structure will be removed.

VII

That the Applicant proposes that the construction and maintenance of the project be handled, and the costs thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and highway funds only, finance the construction of said project, including reimbursement to railroad company for necessary expenditures incurred by it in connection therewith; said reimbursement shall be made pursuant to the accounting practices contained in Policy and Procedure Memorandum No. 30-3, issued by the Federal Bureau of Public Roads, under date of August 15, 1955, and amendments and supplements thereto.

(c) After completion of the construction of said project, maintain the overcrossing structure with its fills and approaches and other highway appurtenances.

JNH:jr
8-24-64

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal regulations:

1. Furnish such engineering, inspection, watchmen and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

2. Remove and replace existing right of way fences as may be required.

3. Remove its existing signal and/or communications lines, protect the same during the construction period, and replace in a permanent location upon completion of the construction.

(b) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities.

VIII

That during construction, the vertical clearance over the existing track will be reduced to 21 feet, 0 inches; that upon completion of the construction, said impairment of vertical clearance requirements will be removed by State. Horizontal clearance shall at all times exceed the minimum required by the Commissioner, as set forth in his Rule 44-055.

JNH:jr
8-24-64

IX

That the proposed project is located in Section 3, Township 18 South, Range 3 West, Willamette Meridian, Lane County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of costs in accordance herewith and for such other order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 25th day of August, 1964.

STATE OF OREGON, by and through
its State Highway Commission
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

_____
IVAN D. MERCHANT

Subscribed and sworn to before me this 25th day of August, 1964.

_____
J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing application and the whole thereof.

_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

RECEIVED
SEP 28 1964
FOR FILING

Maint
Traffic
Chamut
Jan

Cross Referenced To:
Adm
Petroleum
Land Co.

Cross Referenced To:
Const
R/W
Hwy. Info
Division

September 25, 1964

Oregon State Highway Commission

Survey Resol
290

Gentlemen:

Our survey has been completed on the McVay Railroad Overcrossing Section of the McVay Highway. A public hearing on this section is not required.

This section is 0.84 mile in length and I am attaching a map for your information.

The existing structure over the railroad tracks is extremely narrow and on sharp curvature. It is desired to construct a new structure wide enough for two lanes of traffic southbound (one lane plus climbing lane), leaving the existing structure in place. Ultimately the old structure should be widened to carry northbound traffic more adequately thus completing a full four-lane section. The estimated cost of the present proposal is $525,000.

R/W Const - 55; 60-2

I recommend your approval of the survey and authority to purchase the necessary rights-of-way. This matter will be on the agenda for the Commission meeting on October 9.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
W. T. Wright

LPS:ajw bbc

RECEIVED
FEB 24 1964
FOR FILING

Commissioners
Joseph W. Smith, Klamath Falls
Chairman
John P. Amacher, Winchester
Vice-Chairman
Tallant Greenough Coquille
Wayne E. Phillips, Baker
J. Pat Metke, Bend

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

Cross Reference Index
Adm
Petitions
Lane Co
CONSTRUCTION DIVISION
RECEIVED
FEB 25 1964

100-1132
6205

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

February 24, 1964

Cross Referenced to:
COE
Const
Eng
Hwy. Dept.
Litigation

State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention Mr. F. D. Morgan

Dear Sir:

We wish to acknowledge your letters of February 17, February 19, and February 20, with various prospectuses attached. The prospectuses have been reviewed and the following listed construction projects will not have any effect on the fishery resource:

1. McVey Railroad Overcrossing Section, McVey Highway, Lane County.
2. Salt Creek - Dolph Corner Section, Willamina-Salem Highway, Polk County.
3. Imbler-Courtney Lane Section, FAS 918, Brooks Lane, Union County.
4. Cove City Limits - McNeil Ranch Section, FAS 910, Mill Creek Road, Union County
5. Oswego Creek Bridge Section, Oswego Highway, Clackamas County.
6. Third Street Section, City of Long Creek, Grant County.
7. Cedar Creek Bridge Section, City of Pilot Rock, Umatilla County.

We are pleased to have had the opportunity to comment upon these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

Copies to:
Lloyd Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
R. D. Asburry (2)
L. R. Chandler (2)
A. F. Parson (8)

ROK:dm

cc: Director, OFC

NOTED
LLOYD P. SHAW

RECEIVED
FEB 19 1964
FOR FILING

2-11-64

120-1132
6805

Prefix No. 120-1469

LOCATION PROSPECTUS
McVEY RAILROAD OVERCROSSING SECTION
McVEY HIGHWAY
LANE COUNTY

HIGHWAY: McVey. State Secondary No. 225, Federal-aid Secondary No. 674.

TERMINI: The northerly terminus is at M.P. 0.60, which point is approximately 2,000 feet northerly of the crossing of the Southern Pacific railroad tracks. The southerly terminus is at M.P. 1.30, which point is approximately 2,000 feet south of the railroad crossing and the end of the improvement done on the McVey under the freeway interchange construction.

LENGTH: 0.70 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving and the widening of an existing structure. Reconnaissance is not necessary. Routine soils investigation for structure and fill foundations will be conducted. No special drainage problems exist. An economic analysis is not anticipated. There are no towns affected by this project. Tieing to the Lambert Grid System is not necessary. This project is on the 1964 State Construction Budget.

CHARACTERISTICS: The 1962 ADT is 4,100 and the projected 1975 ADT is 8,000.

STANDARDS: Class "A(2)", maximum grade 5 per cent, maximum curvature 8 degrees.

TYPICAL SECTION: Two 12-foot travel lanes with paved 10-foot shoulders.

BRIDGE: The existing 326-foot structure with a 3'6" wooden sidewalk on the right side has a horizontal clearance of 19'6". It is proposed to widen the existing structure on the inside of the curve to a horizontal clearance of 32-feet with a 5-foot sidewalk on the inside of the curve.

ACCESS: Direct to pavement limited as to location, width and unrestricted as to land use.

NOTED
TOM EDW

BASE DESIGN: The tentative design for construction is:

Paving	3-1/2" A.C.
Top Course Base	2 " Leveling
Bottom Course Base	18-1/2" Coarse Base
Total Depth	24 "

MATERIAL SOURCE: Local State, Commercial.

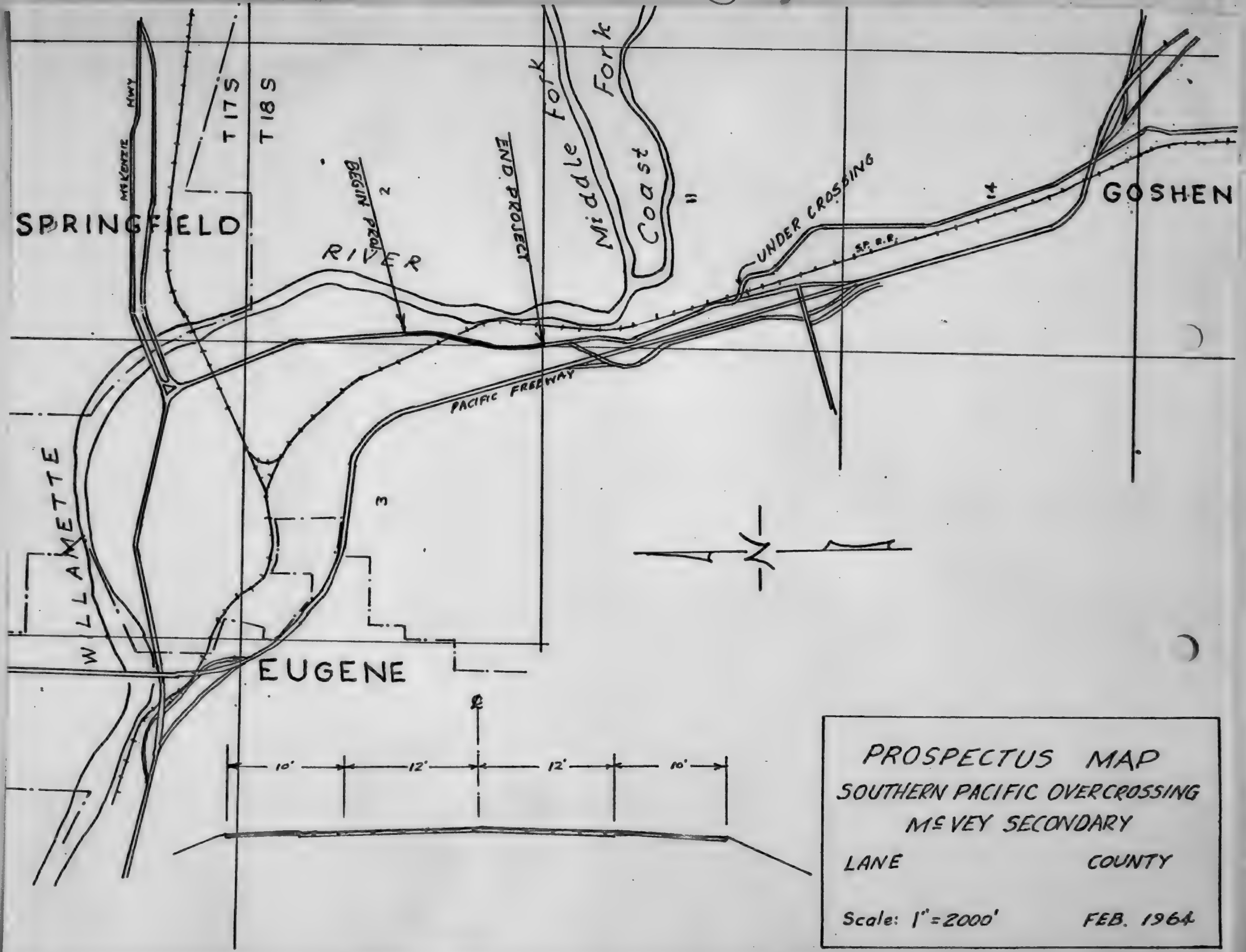
ADDITIONAL FACILITIES: This project is involved directly with a railroad overcrossing. There are no interchanges or major stream crossings.

AGREEMENTS: None required with the County. Routine utility adjustments. Required P.U.C. with Southern Pacific Railroad Company.

STATE PARKS OR ROADSIDE REST AREAS: None affected.

February 17, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
H. S. Cox
F. B. Crandall
I. A. DeFrance
Frank Hall
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
FEB 18 1964
OFFICE OF
STATE HIGHWAY ENGINEER



PROSPECTUS MAP

SOUTHERN PACIFIC OVERCROSSING

McVEY SECONDARY

LANE COUNTY

Scale: 1" = 2000'

FEB. 1964

RECEIVED
DEC 11 1963
FOR FILING

120E1132
1 of 1
C&C5

December 10, 1963

Mr. Leonard A. Wildish
Post Office Box 1106
Eugene, Oregon

Dear Mr. Wildish:

This is in regard to your recent request that our Department initiate negotiations for additional right of way through your proposed industrial tract adjacent to the McVay Highway just southerly of Springfield.

We have obtained deed coverage between approximate Stations 106+00 to 117+00 on the right, or west, side of the highway which includes three properties in the name of Eberwein, Warnock and Belles. Also, it is our understanding that a resurvey has been made in this area for the purpose of obtaining correction deeds which evidently have not been recorded. We have deed coverage, except for two areas, between approximate Stations 104+50 to 127+00 on the left, or east, side of the highway.

We are definitely interested in obtaining an additional 30 feet on each side of the highway through your industrial tract. However, we would like to know the northerly and southerly limits of your industrial tract on both sides of the highway, whether or not you intend to have title to all properties within the tract limits; and, of course, we will have to obtain the correction deeds in the area mentioned above for proper preparation of descriptions.

When the above-mentioned information is obtained, we will be in a position to proceed with right-of-way negotiations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

FOS:jl: ajw

cc Forrest Cooper
R. L. Porter
F. D. Morgan
W. T. Wright
F. O. Scott

FORM E-30 SOM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1963

SUBJECT: Wildish Industrial Tract
McVay Highway
Lane County

To: Mr. Lloyd P. Shaw
Assistant Highway Engineer
Office

Your letter to Mr. W. T. Wright, dated October 11, 1963, requesting preparation of options for additional Right of Way through the proposed Wildish Industrial Tract was referred to this office for preparation of descriptions.

We have obtained available deeds covering an area from Station 106 to 117 on the right. However, three of the properties in this area are owned by individuals other than Wildish and are also located in an area which is involved in a property re-survey for the purpose of obtaining correction deeds to coincide with this re-survey. On the left side of our Highway we have deed coverage from Station 104+50 south to the Railroad crossing approximately at Station 127 with the exception of two areas -- one being about 200 feet long to the left of Station 112 and the other being about 300 feet long to the left of Station 118.

As noted above, the limits of the Wildish property are not coincident on both sides of our Highway and there could be some question as to what area Mr. Wildish is designating as an industrial tract. However, this could be determined at a later date as we will have to delay our preparation of descriptions until the correction deeds are recorded.

Attached is a rough draft letter to Mr. Wildish which indicates our present position.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

Attach.

FOS:jl

RECEIVED
DEC 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

FORM E-20 80M 8-62 41908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1963

SUBJECT: Wildish Industrial Tract
McVeigh Highway
Lane County

To: Mr. L. P. Shaw
Asst. State Highway Engr.
Building

Investigation for future rights-of-way adjacent to the subject Industrial tract has been made as requested by your letter of August 14, 1963.

According to present plot plan from Mr. Leonard Wildish, immediate development of the area adjacent to the highway is not planned. Our present total right-of-way width is 60 feet and if future 4-laning of this section is to be undertaken, it appears that an additional width of 30 feet on each side will be required.

1962 traffic counts in the area vary from 4,000 ADT at McVeigh Overcrossing of the S. P. Railroad to 6,000 ADT at the junction with the McKenzie Highway.

The attached mosaic and plats may help to acquaint you with the problem.

F. D. Morgan
Construction Engineer

By George C. Wills

G. C. Wills
Asst. Chief Locating Engr.

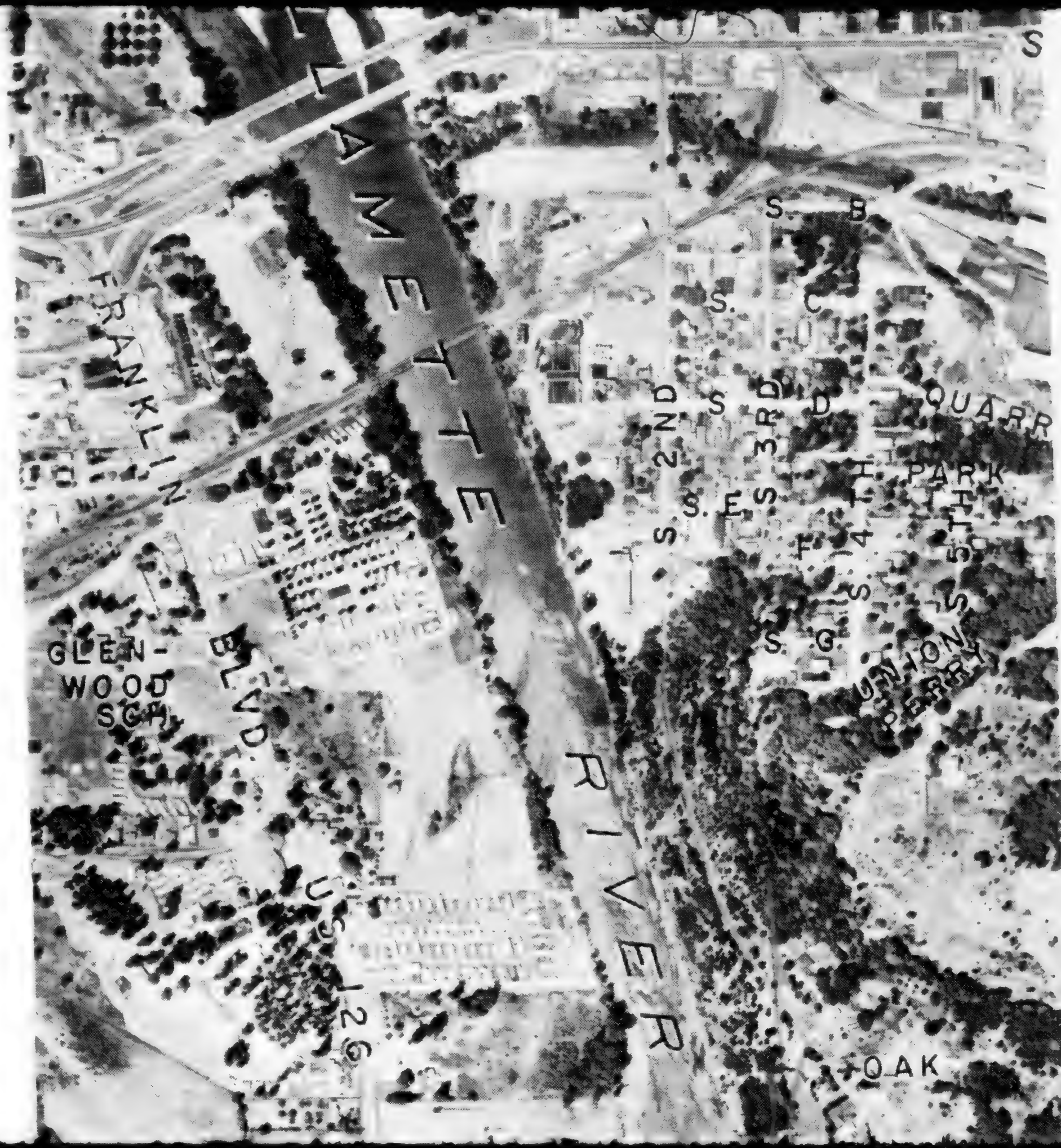
GCW:ra

Attach.

NOTED
LLOYD P. SHAW

RECEIVED
SEP 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

KELLY
DEPUE
WALL
HOPEWELL
CREEK
MILL
ST


AVENUE
RIVER
FRANKLIN
GLEN-
WOOD
BLVD.
S.
S. 2ND
S. 3RD
PARK
OAK

WILLAMETTE
OAK
ASH
DO

PACIFIC
ETTE

PACIFIC

RECEIVED
SEP 19 1963
FOR FILING
120-1132
6805

Salem, Oregon
September 19, 1963

Mr. R. L. Porter
Deputy State Highway Engineer
O f f i c e

Narrow Structures
McVay Secondary Highway No. 225
Lane County

Division III, by letter of August 27 to H. W. Hughlett, has requested widening two structures on the subject highway.

At M.P. 0.17 an undercrossing of the S.P.R.R. provides vertical clearance of 12 feet 10 inches and horizontal clearance of 20 feet 6 inches. The present traffic volume is roughly 6000 ADT. The volume of truck and log truck traffic is relatively high.

At M.P. 1.01 an overcrossing of the S.P.R.R. Eugene-Medford line, with an over-all length of 326 feet (eight 37-foot RCDG spans; one 30-foot RCDG span), has 19 feet 6 inches horizontal clearance.

Mr. Hughlett's tentative estimate for widening both structures is $225,000. These should be included in our structure widening program, if possible. The long overcrossing is now shown on a tentative list, which does not include the shorter undercrossing.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

FORM E-00 5000 11-61 49250

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 27, 1963

SUBJECT: Bridges to be Widened

To: H. W. Hughlett
State Bridge Superintendent
Salem, Oregon

The correct channels for this request I do not know so I am addressing it to you in hopes you will send it on its way.

In the Eugene area, we have a short secondary highway known as McVay No. 225. We have two bottlenecks, namely:

M.P. 0.17, S.P.R.R. Struc
Undercrossing Southern Pacific Company mainline
1962 Traffic Volume, 5600 H.C. 20'-6" - V.C. 12'-10"

✓ M.P. 1.01, (1-30'- 8-37' R.C.D.Gdrs - 33L' long.
Overcrossing Southern Pacific Company Medford Sub.
1962 Traffic Volume, 4000 H.C. 19'-6"

Both of these structures merit consideration in a widening program.

Carl M. Williams
Assistant Division Engineer

CMW:ds

H. W. HUGHLETT

RR 635

320-17[illegible] [illegible]ture Grove [illegible]ain St. [illegible]
[illegible]ec., Grading and paving
1886

Q+A 2990

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 90085

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-12-67	CC 1049		320-1718-095

RECEIVED
JAN 12 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

- City of Cottage Grove
- City Hall
- Cottage Grove, Oregon 97424

Attn: Larry L. Rice, City Manager

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Finall Billing: Special City Allotment project on East Main Street, Contract # 4706. Covered by agreement dated March 18, 1966.			
City's advance deposit			70,000.00
As per attached statement:			
Final Cost		44,751.71	
Agreed State share		70,000.00	
Agreed City share			24,751.71
To be refunded			1,248.29

NOTED
P. B. Arensmeier

NOTED
H. S. COX

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Invoice ____

By ____

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

Form A-101—(7-66)
SP°F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Cottage Grove
City Hall
Cottage Grove, Oregon 97424
Attention of Mr. Larry L. Rice, City Manager

Request No. (assigned by staff engineer or head of division) 66-1042

Date January 11, 1967

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment project on East Main Street, Contract # 6806
Covered by agreement dated March 18, 1966.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's advance deposit		$26,600.00
		As per attached statement:		
		Final Cost	$44,751.71	
		Agreed State share	20,000.00	
		Agreed City share		24,751.71
		REFUND DUE CITY.....		$ 1,848.29

If payer has made payment for this service, indicate the amount of payment. $.....

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 26,600.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $.....

Give the number of the last previous request in connection with this same service. .....

Credit distribution:

320-1718-295

Submitted by: Richard Unrein

NOTED
RICHARD UNREIN

Approved: D. N. Harwood
Division Engineer

Approved:
Department Head or Staff Engineer

NOTED
MANNOR C. HOLMES

NOTED
DON HARWELL

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the district engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional [illegible] shall be submitted for the use of the Accounting Division.

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date January 11, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1966

Contract # 6806 Prefix 320-1718 Survey Prefix 320-1486

Street East Main Street

City Cottage Grove

Payments to Contractor (See attached voucher).....	$38,667.27
Engineering and Contingencies.....	5,176.20
Survey (Total $1,670.08). City's pro. rata share.....	908.24
TOTAL.....	$44,751.71
Agreed State Share	20,000.00
Agreed City Share	$24,751.71
City Advance Deposit	$26,600.00
REFUND DUE CITY.....	$ 1,848.29

Reference: Outside Billing cc-1042

* $\frac{\text{Construction Costs over } \$20,000}{\text{Construction costs}} = \frac{\$23,843.47}{43,843.47} \times \$1,670.08 = \$\ 908.24$

City share of preliminary engineering..... = $ 908.24

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: LANE

CONTRACT NO.: 6806

ESTIMATE NO.: 4 F1

HIGHWAY: CITY ST

FEDERAL AID PROJECT NO.:

SECTION: COTTAGE GROVE /E MAIN ST/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	CLEARING AND GRUBBING		LUMP SUM	1,000.0000	1.0
002	REMOVAL OF CURBS		LIN FT	.1500	2,068.0
003	REMOVAL OF WALKS		SQ YDS	.3200	1,139.0
004	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	.7000	3,664.5
005	TRENCH EXCAVATION		CU YDS	3.0000	107.8
006	WATERING		M GALS	3.0000	60.5
007	STONE BASE		CU YDS	3.7000	3,835.4
[illegible]	3/4 IN-0 MATERIAL IN BASE		CU YDS	3.9500	537.5
[illegible]	CLASS B ASPHALT CONCRETE		TONS	7.5000	1,208.8
010	8-INCH STORM SEWER PIPE		LIN FT	2.6000	203.0
011	12-INCH STORM SEWER PIPE		LIN FT	3.1000	170.0
012	24-INCH STORM SEWER PIPE		LIN FT	7.0000	53.0
013	CONCRETE INLETS TYPE G-1		ONLY	120.0000	11.0
014	CONCRETE CURBS		CU YDS	45.0000	126.5
015	EXTRA FOR AC CONC	APPROACHES	ONLY	20.0000	5.0

DATE: 09/29/66

6806

PREVIOUS VOUCHER NO.: 7583

CHECKED BY: CP/md

ENGINEER OR AUDITOR: G. H. Worth

TOTAL CONTRACT ITEM

% RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMENT

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.	
6806	4 final	320-1718-201 (41)	71.25 Dr.
		320-1718-204 (41)	1,993.30 Dr.
FEDERAL AID PROJECT NO.			

VE MAIN ST/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	1,000.0000	1.000	1,000.00	1,000.00	
LIN FT	.1500	2,068.000	310.20	310.20	
SQ YDS	.3200	1,139.000	364.48	364.48	
CU YDS	.7000	3,664.500	2,565.15	2,565.15	
CU YDS	3.0000	107.800	323.40	330.00	6.60-
M GALS	3.0000	60.500	181.50	181.50	
CU YDS	3.7000	3,835.400	14,190.98	14,190.98	
CU YDS	3.9500	537.500	2,123.13	2,123.13	
TONS	7.5000	1,208.810	9,066.08	9,066.08	
LIN FT	2.6000	203.000	527.80	527.80	
LIN FT	3.1000	170.000	527.00	527.00	
LIN FT	7.0000	53.000	371.00	371.00	
ONLY	120.0000	11.000	1,320.00	1,320.00	
CU YDS	45.0000	126.590	5,696.55	5,618.70	77.85
ONLY	20.0000	5.000	100.00	100.00	

RECEIVED
OCT 6 - 1966
FOR FILING

320-1718

6816

October 5, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6606 awarded to Wildish Construction Company for grading and paving at East Main Street in the City of Cottage Grove in Lane County was completed on August 29, 1966, and accepted by the Highway Commission on October 5, 1966.

Final payment in the amount of $2,064.55 will be released to the contractor after October 12, 1966. The total contract amount is $36,667.27 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

cc: Wildish Construction Company
P. O. Box 1106
Eugene, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 5 - 1966
FOR FILING
320-1718
6816

October 5, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 29, 1966, on Contract No. 0806. The contract was with Wildish Construction Company and was for grading and paving on East Main Street in the city of Cottage Grove in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be on the agenda at the October 6 meeting for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg fn

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cottage Grove (E. Main St.)		WEEK ENDING: September 4, 1966
		SECTION PREFIX: 320-1718
HIGHWAY: City Street		COUNTY: Lane
NAME OF JOB: Cottage Grove (E. Main St.)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Wildish Construction Co.	CONTRACT NUMBER: 6806	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 9, 1966	DATE WORK STARTED: June 13, 1966	ESTIMATED COMPLETION DATE: August 29, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 85	CALENDAR DAYS USED 85
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 45,861.63		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 42,600.36	ENGINEERING AUTHORIZATION $ 3,261.27	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 38,542.00	ENGINEERING COST TO DATE $ 4,522.53	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9.53 %	PERCENT OF AUTHORIZATION ? 139 %	DATE PROJECT WAS COMPLETED: August 29, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.24	0.24			0.24
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.24	0.24			0.24
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,600 cy	4,570 cy			1,300 Ton
TOTAL QUANTITIES CORRECTED TO DATE	3,665 cy	4,371 cy			1,209 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,665 cy	4,371 cy			1,209 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast			
MONDAY	Showers - Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	NO WORK
TUESDAY	BY CONTRACTOR
WEDNESDAY	Semi-final submitted this day.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Letter of acceptance from City of Cottage Grove received.
Semi-final Estimate submitted Wednesday. This is the final report on this project unless otherwise requested.

SIGNED Leroy H. Smith LOCATION 2141 E. 15th St. Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°E216

SCA (66)

City of Cottage Grove

City Hall
Cottage Grove, Oregon 97424

August 30, 1966

OFFICE OF THE CITY ENGINEER

NOTED
RICHARD UNREIN

Dick

Mr. Gary Worth
Resident Engineer
Oregon State Highway Department
Eugene, Oregon

Dear Mr. Worth:

As City Engineer of the City of Cottage Grove, I have reviewed the completed street improvement referred to as the Cottage Grove - East Main Street Improvement, and have found the job to be finished and hereby accept the street as complete.

Very truly yours,

Roger Sinclair
City Engineer

RS:gm

RECEIVED
SEP. 6 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

5CA

City of Cottage Grove

City Hall
Cottage Grove, Oregon 97424

NOTED
H. S. COX

August 16, 1966

OFFICE OF THE CITY MANAGER

NOTED
P. B. Arensmeier

Richard Unrein
Field Engineer
County & City Section
Oregon State Highway Department
Salem, Oregon

Dear Mr. Unrein:

Our East Main reconstruction project carried out by your department is now nearly completed and we want to thank you for all your assistance in helping the City of Cottage Grove carry out this needed improvement. The only remaining work is the cleaning up which should be completed in another week.

Perhaps you have not heard but Gary Worth and ourselves have had a very difficult time with the contractor - Wildish Construction of Eugene. The contractor moved in and tore up this heavily traveled thoroughfare shortly after the contracts were signed - then didn't get around to completing his work for two months. In the meantime several inches of dust settled on everything in the area and those motorists who disregarded the detour signs practically wrecked their cars crossing tracks and other obstacles.

As a result of this public relations disaster an idea was generated which seemed good to the City Engineer, Mr. Worth, and myself. I am therefore writing to suggest that it be considered on future highway projects involving heavily traveled municipal roadways.

Obviously the contractor must be given ample contract time in order to schedule his various commitments. On the other hand the agency must consider minimum disruption of traffic. It is therefore suggested that contracts state that the contractor has so many days to complete his work - but that once he opens the street, he must complete it within a certain number of days. In our case the time limit for completion was 89 days. This apparently enabled Mr. Wildish to integrate ours with his other projects and submit a good bid. The contractor admitted later that if we had stated that once he did begin, he had but 30 days to complete the work he would have been easily able to comply. The result would have been less traffic disruption and better public relations.

There may be good reasons why such a requirement would not be advisable, but the idea seemed to have merit and might assist other Oregon communities on future state projects. Thank you again for your assistance on our East Main Improvement - it is certainly an asset to Cottage Grove. We will await the final accounting on project costs.

RECEIVED
AUG 17 1966
ENGINEER
COUNTY & CITY DIVISION

Sincerely,

Larry L. Rice
City Manager

NOTED
RICHARD UNREIN

RECEIVED
JUN 27 1966
FOR FILING

320-1718

6806

May 9, 1966

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on this date accepted your proposal for grading and paving the Cottage Grove (East Main Street) Section in Lane County for the sum of $39,865.90 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the job, which was assigned Contract No. 6806.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.
Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

LANE COUNTY

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P.O. Box 3156
Eugene, Oregon
Phone 343-1671

May 3, 1966

Oregon State Highway Dept.
City-County Relations
Salem, Oregon

NOTED
RICHARD UNREIN

Attention: Mr. Richard Unrein

Dear Sir:

Enclosed herewith please find Warrant #71998 in the amount of $14,800.00, which is Lane County's portion of the contract for East Main Street in Cottage Grove.

Very truly yours,

Gerald K. Attig
Director of Public Works

by: Harold Williams

Harold Williams
Office Manager

HW/mb

RECEIVED
MAY 5 - 1966
ENGINEER
COUNTY & CITY DIVISION

GERALD K. ATTIG, DIRECTOR
JOHN M. CLAY, ASSISTANT TO THE DIRECTOR
LUTHER FREEMAN, PRINCIPAL ENGINEER
HAROLD WILLIAMS, OFFICE MANAGER

GEORGE GRIFFIN, SUBDIVISION ENGINEER
H. V. JENKINS, HIGHWAY SUPERINTENDENT
OLE HALDERSON, BRIDGE SUPERINTENDENT
FRANCIS WAGGONER, COUNTY SURVEYOR

SCA

CITY OF COTTAGE GROVE, OREGON

PURCHASE ORDER

INSTRUCTIONS TO VENDOR

1. It is understood that transportation charges will be prepaid.
2. Goods will be shipped at Vendor's risk. Goods are subject to inspection and return if found inferior to specifications for reasonable standard quality.
3. Do not include any Federal Excise Taxes. A certificate will be furnished.

DATE: 4-29-66

Requisition No.: 1342

PURCHASE ORDER No. 983

THIS ORDER NUMBER MUST APPEAR ON ALL INVOICES, SHIPMENTS, AND CORRESPONDENCE

FUND C-934

DEPT. Streets

ENCUMBERED ☐ BUDGETED ☐

VENDOR

Oregon State Highway Commission
State Highway Dept.
Salem, Oregon

DELIVER TO NOTED
H. S. COX

PLEASE SHIP THE FOLLOWING MERCHANDISE SUBJECT TO THE CONDITIONS HEREON.

QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT
		Deposit of City Share of Bid Cost of East Main Re-construction to 44 ft. from 10th to 14th		11,800
		City 11,800		
		Lane County 14,800 (Center 24')		
		State 20,000		
		46,600		

RECEIVED
MAY 4 - 19[illegible]
ENGINEER
COUNTY & CITY DIVISION

Sent check to Acct. Div.
5-4-66 also notified Co-Clerk
cH. (Unreith)

TO VENDOR

We will accept only one billing against this order. In the event that you invoice us for a partial shipment, we will cancel the balance due. We will reissue a purchase order for the unshipped balance only if it is required by us.

TOTAL

Sufficient funds are available

PURCHASING AGENT

Approved

CITY MANAGER

VENDOR PLEASE DISREGARD DISTRIBUTION

CODE	ACCT.	AMOUNT	CODE	ACCT.	AMOUNT

VENDOR'S COPY - 1

NOTED
DON [illegible]WELL

BCA

April 28, 1966

NOTED
H. S. COX

Mr. Larry L. Rice
City Manager
City Hall
Cottage Grove, Oregon

Dear Mr. Rice:

On April 28, the State Highway Commission opened bids on the Special City Allotment project on East Main Street in Cottage Grove. The low bid was submitted by Wildish Construction Company of Eugene and the anticipated cost based on the bid is as follows:

Contractor's bid	$39,865.90
Anticipated Additional Items	900.00
Total.....	$40,765.90
Engineering & Contingencies (12-1/2%)	5,095.74
Total.....	$45,861.64
City's Estimated Share of Prelim. Engineering	699.24
TOTAL ANTICIPATED COST..	$46,560.88

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check to this office in the amount of $26,600 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mm

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

RECEIVED
MAR 21 1966
FOR FILING
320-1718
6806

March 18, 1966

Mrs. Lois G. Howes
City Recorder
City of Cottage Grove
Cottage Grove, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 2920

Dear Mrs. Howes:

We are enclosing for your records a fully executed copy of a Special City Allotment Agreement covering East Main Street in the City of Cottage Grove.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

EE
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
MAR 14 1966
OREGON STATE HIGHWAY DEPARTMENT
FOR FILING

TO: FILES

FROM: Co. & City Div. - R. UNREIN

SUBJECT: Cottage Grove Special City Allotment
Project E Main St. (10th - 14th) R.R X-ings & Walks
5-26-17
6804

DATE: March 10, 1966

~~March 9, 1966~~ Undersigned met with City Manager Larry Rice and City Engr. R. Sinclair City requested that existing conc. sidewalks be removed under state contract and that a 5ft. wide sidewalk berm be constructed 4 inches below curb elev. so that city can construct new conc. walks upon completion of state contract. City finacialy unable to have State construct sidewalk under our contract. City advised of total estimated cost of project (53,250) at the present time.

This project involves O.P. & E. Railroad X-ing and may possibly involve S.P. R.R xing. Utilities section is requested to investigate.

cc: F.B. Klaboe
F.L. Hall
T.W. Litchfield w/att.

Richard Unrein Field Engr.
(SIGNATURE)

PLEASE REPLY HERE

OK Barbara
3-11-66

NOTED
F. B. KLABOE

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

Form E-106—10M—9-63
State Printing 53419

Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ..... (CATHAGE CREEK (EAST) 2ND STREET)

Made by ..... , 19..... Checked by ..... , 19..... Backchecked by ..... , 19.....

ADDITIONAL ITEMS TO ORIGINAL ESTIMATE

ITEM	UNIT	UNIT NO.	NO.	AMOUNT	UNIT PRICE	TOTAL
Clearing & Grubbing	Lump					$ 1200.00
Removal of Conc. Curb	lin. ft.		200	2000	$1.00	2000.00
Removal of Conc. Slab	sq. yd.		100	1300	1.00	1300.00
Concrete Walk	sq. yd.	1000	100	1100	3.50	3850.00
						$ 8350.00
				Misc. & Engrg. & Contng.		1150.00
				Sub-total		$ 10350.00
				Original Field Estimate		46,306.50
				TOTAL		$ 56,656.50
						4,331.00
						52,325.50
						925.00 +
						$ 53,250.50

3850
1150
5000

City Requested Sidewalks be Left out.

RECEIVED
MAR 10 1966
ENGINEER
COUNTY & CITY DIVISION

Main Street - 10th Street to East City Limits — Prefix 320-1486
Cottage Grove City Street

Cost Estimate

No.	Item	Unit	Amount	Unit Price	Total
1	General Excavation	C.Y.	3,600	1.75	$ 6,300.00
2	Install 12" Sewer Pipe	Lineal Ft.	300	3.00	900.00
3	Install 24" Sewer Pipe	Lineal Ft.	45	6.75	303.75
4	Construct Type C-1 Catch Inlets	Each	8	125.00	1,000.00
5	Coarse Crushed Material in Base	C.Y.	4,100	3.00	12,300.00
6	3/4-0 Material in Base	C.Y.	470	3.25	1,527.50
7	Aggregates in Binder	C.Y.	50	6.00	300.00
8	RC-800 in Binder	Ton	8	85.00	680.00
9	Sprinkling	M-Gal	120	4.00	480.00
10	Class B AC	Ton	1,500	7.50	11,250.00
11	Concrete in Type A Curbs	C.Y.	136	45.00	6,120.00
					41,161.25
				12½% Engineering Contingencies	5,145.25
					$46,306.50

RECEIVED
MAR 10 1966
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
FEB 23 1966
FOR FILING

Prefix No. 320-1486

2-15-66

LOCATION PROSPECTUS
EAST MAIN STREET SECTION
CITY OF COTTAGE GROVE - LANE COUNTY

HIGHWAY: East Main Street from South 10th Street to the East City Limits, city of Cottage Grove. FAS Route No. 231, not on State system.

TERMINI: The westerly terminus is at the intersection of East Main Street and South 10th Street. The easterly terminus is at the intersection of East Main Street and the east city limits.

LENGTH: 0.23 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance is not necessary. There are no special drainage problems. The survey need not be tied to the Lambert Grid System. Soils investigations will be conducted. This project is to be constructed with 1966 Special City Allotment Funds.

TYPICAL SECTION: The typical section will be a 44-foot curb-to-curb street section which will accommodate two 12-foot travel lanes with 10-foot parking strips. Construction will be done about the existing centerline.

BASE DESIGN: The tentative base design for construction is:

Paving	3-1/2"	A.C.
Top Course Base	2 "	Leveling
Bottom Course Base	16-1/2"	Coarse Crushed
Total Depth	22 "	

RECEIVED
FEB 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

MATERIAL: Adequate quantities are available from commercial sources.

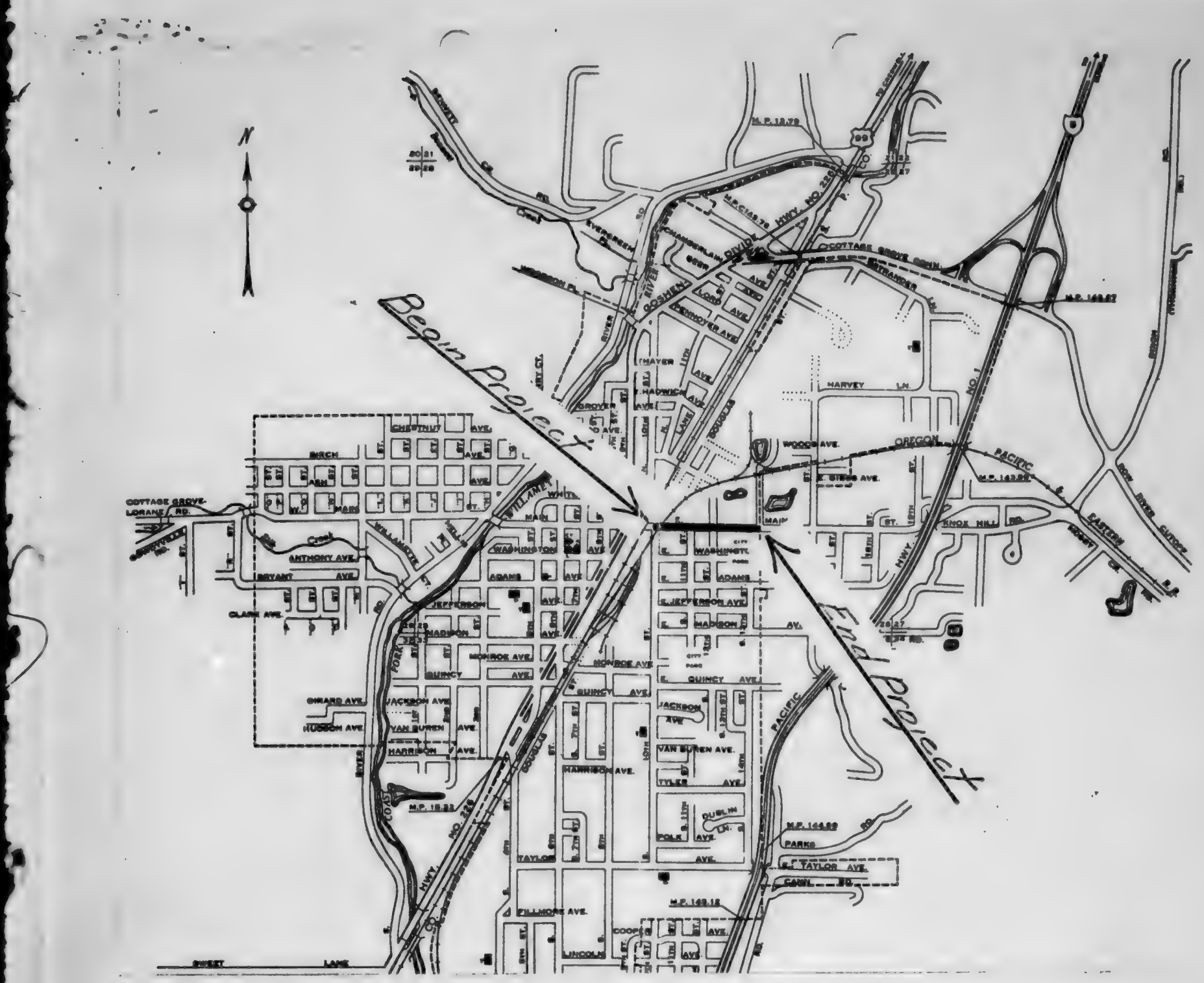
ADDITIONAL FACILITIES: There are no major stream crossings. There is one railroad crossing the improvement of which is the obligation of the City.

NOTED
R. L PORTER

AGREEMENTS: Routine negotiations for a Special City Allotment project.

February 15, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yerbrough (2)
L. H. Young

NOTED



Typical Section

NOTED
R. L PORTER

Prospectus Map
East Main Street Section
City of Cottage Grove
Lane County
1966

City of Cottage Grove

LANE COUNTY, OREGON

28 SOUTH SIXTH STREET

February 11, 1966

OFFICE OF THE CITY ENGINEER

RECEIVED
MAR 1 - 1966
ENGINEER
COUNTY & CITY DIVISION

Mr. Gary Worth
Resident Engineer
Oregon State Highway Dept.
Eugene, Oregon

Re: City of Cottage Grove
East Main Street Improvement

Dear Mr. Worth:

In the interests of proper coordination of the improvements to be constructed under this project, you may find useful the following schedule of utility construction and changeover projects.

1. City will construct a 6-inch cast iron water main beginning at 10th Street and extending to and beyond the eastern terminus of the project. This main will cross Main Street at 10th Street and will run inside the existing curb approximately 8 1/2 feet from the north boundary line. Minimum cover will be 3 1/2 feet. This line will tie into the 8-inch main that at 12th Street, with valves on each 6-inch tie.

2. City will construct a section of 24-inch storm sewer across Main Street at the east edge of City Park with a manhole structure on centerline. This sewer will be extended later from each end.

3. City will "kill" all other water lines within the project area. Nos. 1, 2, and 3 will be completed prior to award of construction contract.

4. O.P. & E. Railroad will replace ties and lay parallel rail-type crossing while the street is closed. Work to be performed on week-end.

5. Pacific N.W. Bell Telephone Company will extend their underground lines from their existing vault easterly to beyond project limits. Timing on this should be obtained from Mr. Frank Nesbitt of their Eugene office.

6. P.P. & L. will remove all poles and facilites from the street and will replace them behind City shop on north and in alley on south. Timing of this should be obtained from their engineer in Eugene.

16

6. Also, they will install steel street lighting poles in sidewalk, however, this may be done after the project is completed.

7. Northwest Natural Gas will lower their mains to a safe level below grade prior to start of construction.

8. Southern Pacific has promised the City that they will install gumwood ties and planks on their crossings; however, this will probably not be done before the project is completed, if ever.

It is proposed that the street improvement project may be bypassed from 16th Street to 10th Street by way of Madison Street. If this is necessary, the City will gravel and grade Madison Street from the city limits to 16th Street.

The City requests that a 30-foot street intersection be installed on the north side of Main Street at 12th Street, to be used as an entrance to the City yards and the W.W. Mill.

Also a 20-foot driveway into the park, the center of which is to be 30 feet from the west property line.

We appreciate all the efforts your department has put forth on our behalf.

Very truly yours,

Roger L. Sinclair
City Engineer

RLS:gm

RECEIVED
FEB 2 - 1966
FOR FILING
231-1718
6-X-6

3 44

February 1, 1966

Mr. Larry L. Rice
City Manager, Cottage Grove
City Hall
Cottage Grove, Oregon

Dear Mr. Rice:

Pursuant to your request of January 25, approval is given for extension of the Special City Allotment project on East Main Street to include the block between 10th and 11th Streets. The revised project, therefore, will be on the section between South 10th Street and the west city limits (14th Street).

As you know, the increased length of this project may involve the Oregon Pacific and Eastern Railroad crossing on East Main Street, and under the Special City Allotment program, the improvement of railroad crossings is a standard utility obligation of the City. The City, therefore, shall be responsible for all negotiations and costs if the improvement of this crossing is necessary.

This project is presently scheduled for the March 10, 1966, bid letting. Due to the extra work required by the extension, the bid letting may have to be changed to a later date. Our County and City Division will keep you informed on the project's progress.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

cc: Forrest Cooper
R. L. Porter
Victor Wolfe
F. D. Morgan
H. S. Cox
L. R. Chandler

F. B. Klaboe
Assistant State Highway Engineer

RU:mm srb

City of Cottage Grove

LANE COUNTY, OREGON

28 SOUTH SIXTH STREET

January 25, 1966

OFFICE OF THE CITY MANAGER

Fred Klaboe
Asst. State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Klaboe:

On December 14, 1965, the State Highway Commission approved the City of Cottage Grove's request for s Special City Allotment project on East Main Street, to be constructed from funds authorized by ORS 366.805. This project was approved from 11th to 14th on East Main, and was for a 44' curbed street section approximately .16 of a mile in length.

The improvement as planned would leave, however, a one block bottleneck from 10th to 11th (9th to 10th is already widened.) Additionally, Lane County will be assisting in the City's share of the cost of this project. For these two reasons, therefore, I am writing to confirm a verbal discussion with Mr. Richard Unrein of your Department that our project be extended by this one block to a total length of from 10th to 14th on East Main.

We understand that this extension will increase the cost of the project but believe doing so is in the best interests of the community. The City Council has acted to approve the additional length of the project and this letter serves as a formal request and authorization to proceed on that basis. We have the financing prepared and will deposit the amount of the contract bid less the State's portion on the date of the bid opening.

Because both the City Engineer and the Lane County Engineer are interested in the specifications of the project, we would additionally request to receive copies of the specifications when ready. Probably this is standard procedure.

Thank you for your efforts in carrying out the engineering and coordination of this project. We will be looking forward to completion of the project and will hope to be kept up to date on its progress.

Sincerely,

Larry L. Rice
City Manager

RECEIVED
JAN 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Richard Unrein
Field Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section E. MAIN STREET Highway CITY OF COTTAGE GROVE County LANE Prefix

Res. Engr. Approx. Length 0.15 Miles. Sta. to Sta. Date 1-12-

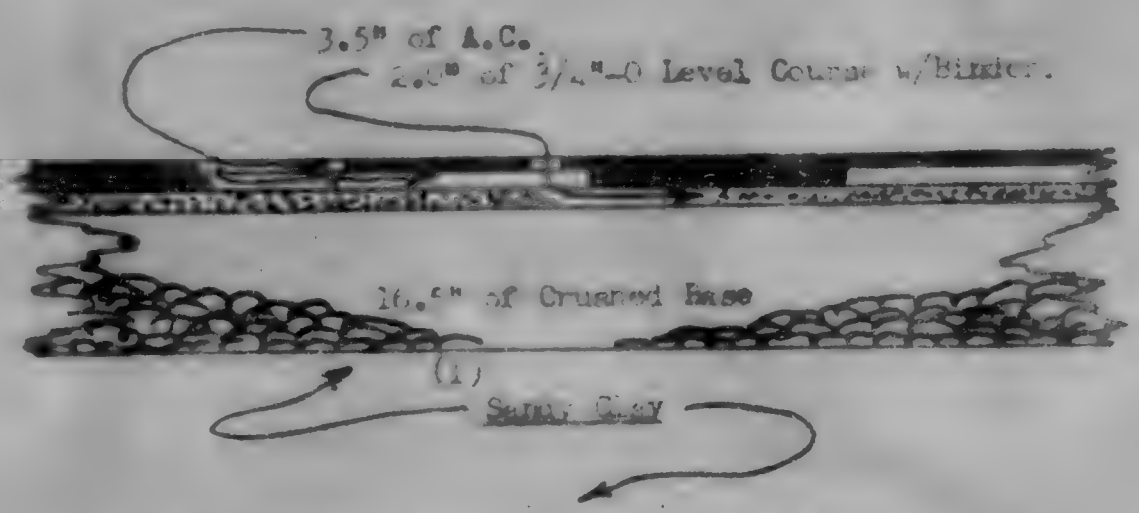
Truck A.D.T. 285 Traffic Coefficient 9.4 18 kip s.a. per day 22[illegible].

Annual Precipitation 44" Frost Penetration - - - - - -.

(1)
Typical Soil
45 LL
[illegible] PI
[illegible] %P 10
65 %P200
[illegible] %Gravel
[illegible] %C Sand
15 %F Sand
[illegible] %Silt
[illegible] %Clay
[illegible] "R" Value
(Corrected)

AASHO CLASSIFICATION:
A-7-6 (6)

MATERIAL SOURCES:
To be determined by the Engineer.



Values assigned various components of the roadway structure:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Meet Standard Specification plus 8% maximum P#200 sieve.)	=	0.[illegible]" Crushed Base

	CBE Total Req.	Credit	Actual Thick.
		1.0	6806
		[illegible]	[illegible]
		[illegible]	[illegible]
	25.5	3.5	[illegible]

320-1748

FOR FILING
JAN 21 1968

NOTED
F. B. KLABOE

Submitted by [signature] Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Construction Engineer

Approved by [signature] Asst. State Highway Engineer

cc:
[redacted].
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

SECTION. E. MAIN STREET

HIGHWAY: CITY OF COTTAGE GROVE

COUNTY: LANE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 4500 (Total)

B. Future ADT 8500 (Total)

C. Mean ADT 6500 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 10 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 5 x (C) 6500 = 325

H. % Trucks in Design Lane 100%

I. Trucks in Design Lane (G) 325 x (H) 100% = 325

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 2.4

SECTION: E. MAIN STREET

HIGHWAY: COTTAGE GROVE CITY STREET

COUNTY: LANE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (approximately 0.15 mi.) project. See Item 12.

NOTED
RICHARD UNREIN

RECEIVED
JAN 26 1966
ENGINEER
COUNTY & CITY DIVISION

January 25, 1966

NOTED
H. S. COX

NOTED
DON HARWELL

Fred Klaboe
Asst. State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Klaboe:

On December 14, 1965, the State Highway Commission approved the City of Cottage Grove's request for a Special City Allotment project on East Main Street, to be constructed from funds authorized by ORS 366.805. This project was approved from 11th to 14th on East Main, and was for a 44' curbed street section approximately .16 of a mile in length.

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We understand that this extension will increase the cost of the project but believe doing so is in the best interests of the community. The City Council has acted to approve the additional length of the project and this letter serves as a formal request and authorization to proceed on that basis. We have the financing prepared and will deposit the amount of the contract bid less the State's portion on the date of the bid opening.

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Thank you for your efforts in carrying out the engineering and coordination of this project. We will be looking forward to completion of the project and will hope to be kept up to date on its progress.

Sincerely,

Larry L. Rice

COPY

Larry L. Rice
City Manager

cc: Richard Unrein
Field Engineer

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section East Main Street, South 11th to East City Limits

Highway Cottage Grove City Street

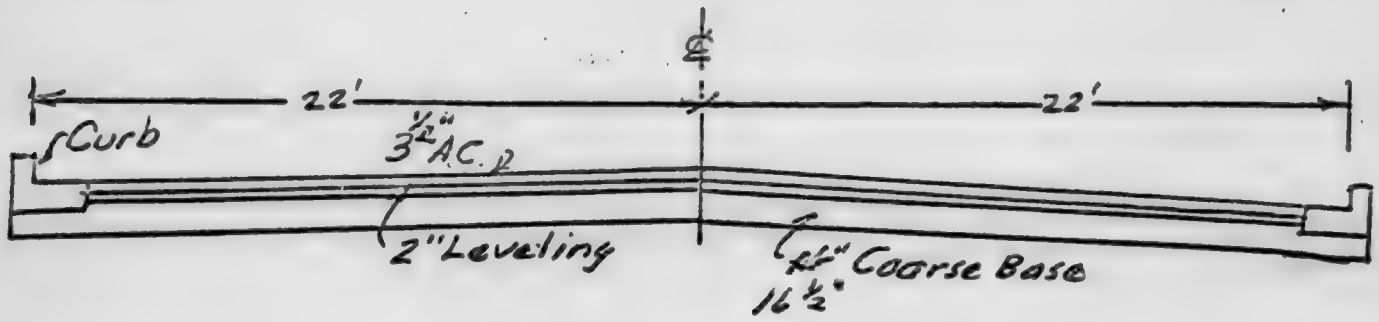
County Lane Division 3

Date January 6, 1966

Authorization No. 1

Survey Prefix 321-1486 (Assigned by Salem office)

Description of termini, route, length, etc.: The Westerly terminus is at South 11th Street. The Easterly terminus is at the East City Limits. The project is 0.16 miles in length and on the present alignment.



Purpose of survey: To prepare plans, specifications and estimate for installing curbs and gutters, grading, basing and paving.

1966 City Funds.

NOTED
RICHARD UNREIN

RECEIVED
FEB 17 1966
ENGINEER
COUNTY & CITY DIVISION

Estimate of cost:

Survey (901)	0.16 miles at $4,000.00/mile	$640.00
Plans (905)		300.00
Soils (910)		300.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 1,240.
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: [signature] Field Engineer

Recommended for Approval: [signature] Division Engineer

Recommended for Approval: [signature] Ass't Construction Engineer

Approved: [signature] Ass't State Highway Engineer

State Printing

R E S O L U T I O N

2-10-65

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Cottage Grove is an incorporated city of the State of Oregon and has a population of 4,972 as given by the latest official census; and

WHEREAS, the following streets of said city, East Main Street from Goshen Divide Highway No. 226 East to the City Limits (1,400 feet)

RECEIVED
JUN 30 1965
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Cottage Grove does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Larry L. Rice, City Manager as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 10th day of May, 1965.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

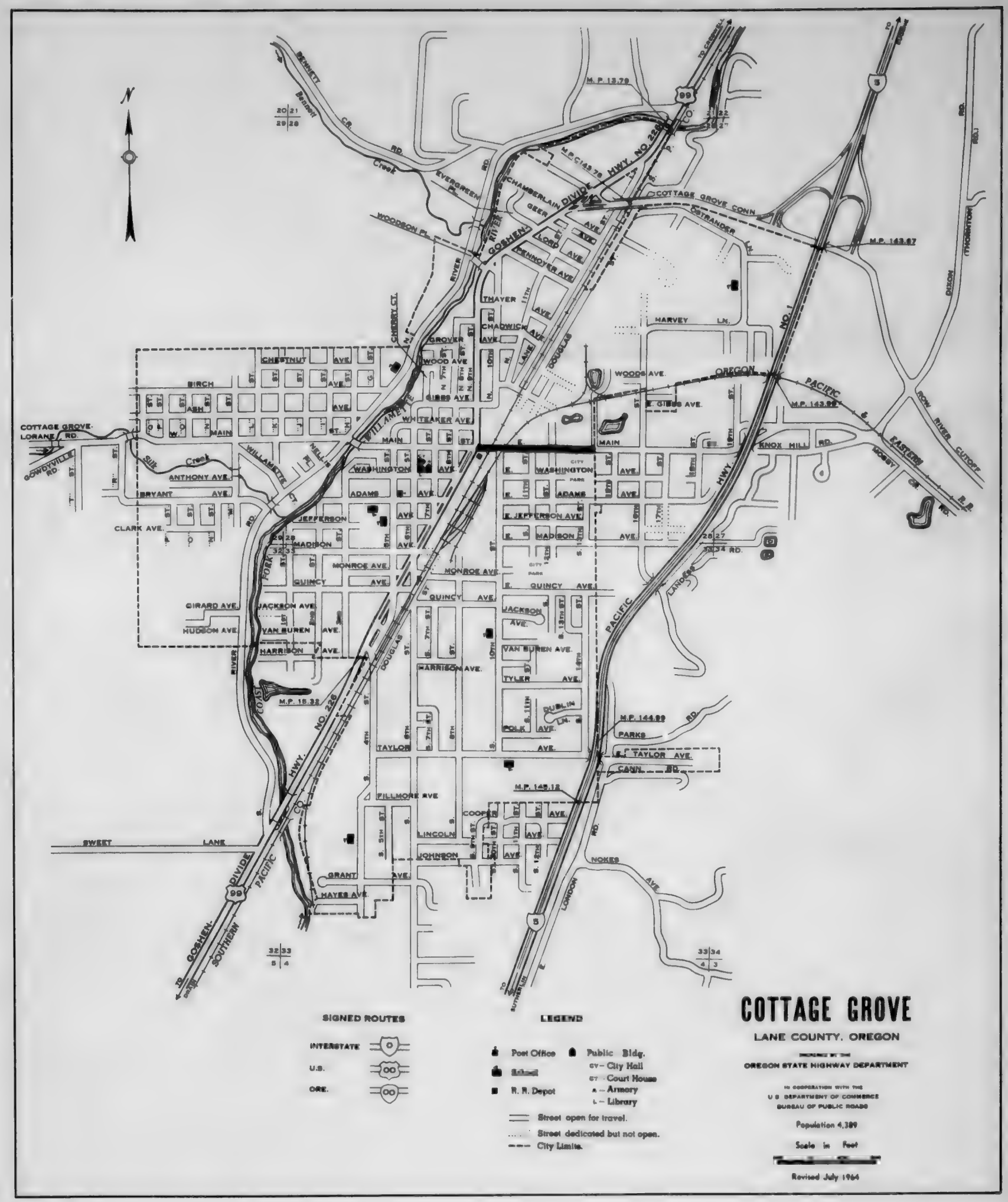
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Cottage Grove, Oregon at a regular or special meeting of said Council, held on the 10th day of May, 1965, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 29th day of June, 1965.

Lois G. Howes
City Recorder

(cc-50, 1959 Rev.)


N
BENNETT
Bennett CR.
RD.
Creek
M.P. 13.79
99
20 21
29 28
EVERGREEN
CHAMBERLAIN DIVIDE
M.P. 143.78 HWY. NO. 228
COTTAGE GROVE CONN
COSTRANDER
M.P. 143.67
WOODSON PL.
GOSHEN
RIVER
LORD AVE.
DENNOYER AVE.
THAYER
CHERRY CT.
GROVER
CHADWICK AVE.
HARVEY LN.
DIXON
THORNTON
ROW RIVER CUTOFF
CHESTNUT AVE.
BIRCH
ASH
MAIN
WOOD AVE.
WOODS AVE.
OREGON
PACIFIC
M.P. 143.99
E. GIBBS AVE.
WHITAKER AVE.
GIBBS AVE.
COTTAGE GROVE-LORANE RD.
GOWDYVILLE RD.
Silk Creek
WILLAMETTE
WILLAMETTE CT.
ANTHONY AVE.
BRYANT AVE.
WASHINGTON AVE.
ADAMS AVE.
JEFFERSON AVE.
CLARK AVE.
MADISON AVE.
MONROE AVE.
QUINCY AVE.
GIRARD AVE.
JACKSON AVE.
HUDSON AVE.
VAN BUREN AVE.
HARRISON AVE.
FORK
RIVER
COAST
M.P. 10.32
NO. 228
HWY.
DOUGLAS ST.
TAYLOR
FILLMORE AVE
LINCOLN
JOHNSON
GRANT AVE.
HAYES AVE.
SWEET LANE
DIVIDE
PACIFIC
99
GOSHEN-SOUTHERN
TO SUTHERLIN
32 33
5 4
E. WASHINGTON AVE.
E. ADAMS AVE.
E. JEFFERSON AVE.
E. MADISON AVE.
E. QUINCY AVE.
JACKSON AVE.
VAN BUREN AVE.
TYLER AVE.
DUBLIN LN.
POLK AVE.
M.P. 144.99
PARKS RD.
S. TAYLOR AVE.
CONN. RD.
M.P. 145.12
COOPER AVE.
NOKES AVE.
LONDON RD.
5
TO SUTHERLIN
33 34
4 3
KNOX HILL RD.
EASTERN R.R.
HWY.
PACIFIC
LANDES
28 27
34 RD.
MOSBY CR. RD.
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
COTTAGE GROVE
LANE COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 4,389
Scale in Feet
Revised July 1964

OAR 2487

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date January 12, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1966

Contract #6807 Prefix 320-1717 Survey Prefix 320-1487

Street Moss Street

City Lowell

Payments to Contractor (See attached voucher).....	$ 14,603.84
Engineering and Contingencies.....	2,187.57
Survey. (Total = $744.35). City's pro rata share.....	-----
TOTAL.....	$ 16,791.41
Agreed State Share	16,791.41
Agreed City Share	$ -----
City Advance Deposit	$ -----

Reference: Outside Billing None

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63) ®•

COUNTY: LANE | CONTRACT NO.: 6807 | ESTIMATE NO.: 3

HIGHWAY: CITY STREET | FEDERAL AID PROJECT NO.:

SECTION: LOWELL /MOSS ST/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DA
001	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	.7000	2,151.
002	TRENCH EXCAVATION		CU YDS	4.0000	16.
003	WATERING		M GALS	4.0000	26.
004	STONE BASE		CU YDS	4.0000	1,533.
005	3/4IN-0 MATERIAL IN BASE		CU YDS	4.5000	370.
006	CLASS B ASPHALT CONCRETE		TONS	7.7500	405.
007	12-INCH CULVERT PIPE		LIN FT	2.5000	153.
008	EXTRA FOR A C CONC	APPROACHES	ONLY	20.0000	10.
	PRICE AGREEMENT ITEMS				
30101	8 IN CULVERT PIPE		LIN FT	2.1500	105.
30201	AC COMPACTION PENALTY	CREDIT	LUMP SUM	26.1700	1.

DATE: 10/3/66

6807

PREVIOUS VOUCHER NO.: 5363

CHECKED BY: RR CP/md

ENGINEER OR AUDITOR: G. H. Worth

TOTAL CONTRACT ITEM

% RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMENT

final

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.	
6807	3 Final	320-1717-201 (41)	61.33 Cr.
		320-1717-204 (41)	739.52 Dr.
FEDERAL AID PROJECT NO.			

ST/

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	CU YDS	.7000	2,151.500	1,506.05	1,540.98	34.93-
	CU YDS	4.0000	16.600	66.40	66.40	
	M GALS	4.0000	26.400	105.60	105.60	
	CU YDS	4.0000	1,833.400	7,333.60	7,333.60	
	CU YDS	4.5000	370.000	1,665.00	1,665.00	
	TONS	7.7500	405.820	3,145.11	3,145.34	.23-
	LIN FT	2.5000	153.000	382.50	382.50	
	ONLY	20.0000	10.000	200.00	200.00	
	LIN FT	2.1500	105.000	225.75	225.75	
	LUMP SUM	26.1700	1.000-	26.17-		26.17-

TOTAL CONTRACT ITEMS	14,603.84	14,665.17	61.33-	10/5/61
% RETAINED ON CONTRACT ITEMS	X	739.52	739.52	
FORCE ACCOUNT				
TOTAL PAYMENTS	14,603.84	13,925.65	678.19	

RECEIVED
OCT 17 1966
FOR FILING

320-1717

6807

October 14, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6807 awarded to Wildish Construction Company, for grading and paving of Moss Street in the city of Lowell in Lane County was completed on August 2, 1966, and accepted by the Highway Commission on October 13, 1966.

Final payment in the amount of $678.19 will be released to the contractor after October 21, 1966. The total contract amount is $14,603.84 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

g

cc: Wildish Construction Company
P. O. Box 1106
Eugene, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 14 1966
FOR FILING

320-1717
6KC7

October 13, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 2, 1966, on Contract No. 6KC7. The contract was with Wildish Construction Co. and was for grading and paving of Moss Street in the city of Lowell in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 13, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lowell (Moss St.)		WEEK ENDING: September 4, 1966
		SECTION PREFIX: 320-1717
HIGHWAY: City Street		COUNTY: Lane
NAME OF JOB: Lowell (Moss St.)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Wildish Construction Co.	CONTRACT NUMBER: 6807	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 29, 1966	DATE WORK STARTED: June 22, 1966	ESTIMATED COMPLETION DATE: August 2, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 70	CALENDAR DAYS USED 61
PROJECT AUTHORIZATION: $ 16,864.31	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 87
EXCLUSIVE OF ENGINEERING: $ 15,665.07	ENGINEERING AUTHORIZATION $ 1,199.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 14,066.92	ENGINEERING COST TO DATE $ 1,759.21	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 10 %	PERCENT OF AUTHORIZATION: 147 %	DATE PROJECT WAS COMPLETED: August 2, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.15			0.15
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.15	0.15			0.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,500 cy	2,110 cy			430 Ton
TOTAL QUANTITIES CORRECTED TO DATE	2,201 cy	2,103 cy			406 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,201 cy	2,103 cy			406 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair-Showers			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	-
MONDAY	No work by contractor this date.
TUESDAY	SEMI-FINAL Submitted this day.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate submitted Tuesday. This is the final report on this project unless otherwise requested.

SIGNED Dwight H. Wentz LOCATION 2141 E. 15th Ave.
Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FORM E-189

RECEIVED
MAY 10 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 9, 1966

Wildish Construction Company
P.O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6807 for the following project:

Grading and paving Moss Street in Lowell in Lane County.

This award was based on your bid of $14,790.50 which was submitted to the Commission on April 28, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

NOTED
H. S. COX

April 28,1966

Mrs. Rose M. Briem
City Recorder
City Hall
Lowell, Oregon

Dear Mrs. Briem:

On April 28, the State Highway Commission opened bids on the Special City Allotment project on Moss Street in Lowell. The low bid was submitted by Wildish Construction Company of Eugene and the anticipated cost based on the bid is as follows:

Contractor's bid	$14,790.50
Anticipated Additional Items	200.00
Total.....	$14,990.50
Engineering and Contingencies (12½%)	1,873.81
TOTAL ANTICIPATED COST	$16,864.31

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:nr

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

RECEIVED
MAR 18 1966

320-1717
6807

MISC. CONTRACTS and
AGREEMENTS No. 2988

March 14, 1966

Mrs. Rose M Briem
City Recorder
City of Lowell
Lowell, Oregon

Dear Mrs. Briem:

We are enclosing for your records a fully executed copy of a Construction-Finance Agreement covering special city allotment in the City of Lowell.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section MOSS STREET Highway CITY OF LOWELL County LANE Prefix 320-1787

Res. Engr. G. Worth Approx. Length 0.15 Miles. Sta. _____ to Sta. _____ Date 2-1-68

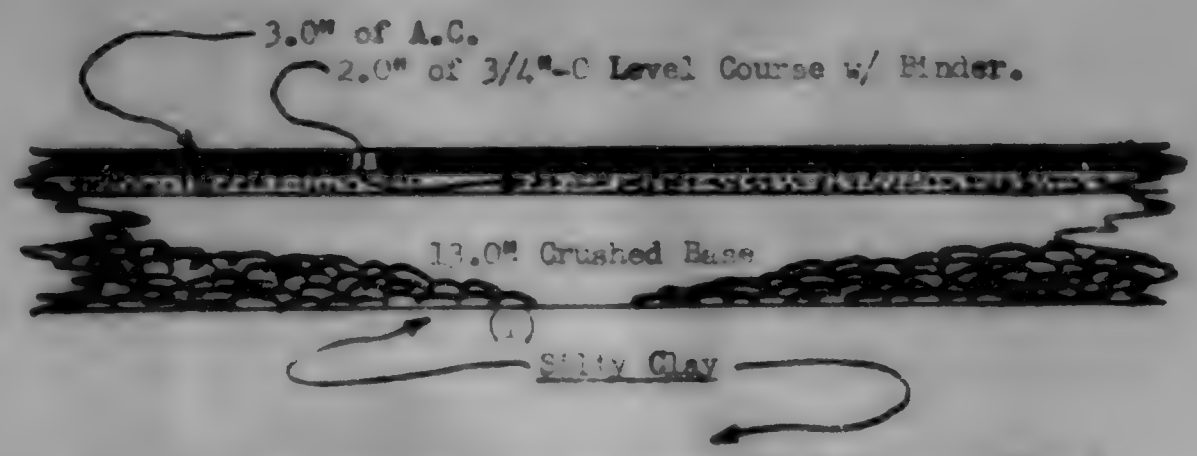
Truck A.D.T. 11 Traffic Coefficient 6.2 18 kip s.a. per day 7.7.

Annual Precipitation 49"± Frost Penetration - - - - -.

(1)
Typical Soil
41 LL
14 PI
99 %P 10
[illegible] %P200
2 %Gravel
3 %C Sand
[illegible] %F Sand
48 %Silt
41 %Clay
4 "R" Value
(Composited)

AASHO CLASSIFICATION:
A-7-6 (10)

MATERIAL SOURCES:
To be determined by the Resident Engineer.



Values assigned various components of the pavement structure:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (See Standard Specs plus (8% max. P #200 sieve & (40 minimum "R" Value.	=	0.8"	Crushed Base

CBE Total Req.	Credit	Actual Thick.	
	6.0	3.0	A.C.
	2.0	2.0	Level Cr.
	13.0	13.0	Cr. Base
21.0	21.0	18.0	

FEB 9 - 1968

320-1787

2-1-68

cc:
D.P.E.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

NOTED
F. B. KLABOE

Submitted by J. W. Gaylord
Staff Assistant

Recommended by [illegible]
Engineer of Materials

Recommended by [illegible]
and Construction Engineer

Approved by [illegible]
Asst. State Highway Engineer

SECTION: MOSS STREET

HIGHWAY: CITY OF LOWELL

COUNTY: LANE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 300 (Total)

B. Future ADT 570 (Total)

C. Mean ADT 435 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 2.5 x (C) 435 = 11

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 11 x (H) 100 % = 11

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 5.2

SECTION: MOSS STREET

HIGHWAY: CITY OF LOWELL

COUNTY: LANE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City requested A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

This is a short project (0.15± mi.). See Items 6 and 12.

RECEIVED
JAN 31 1966
FOR FILING
JAN 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER
6807

320-1117

1-26-66

Prefix No. 320-1487

LOCATION PROSPECTUS
MOSS STREET SECTION
CITY OF LOWELL - LANE COUNTY

HIGHWAY: Moss Street from Main Street to Lake Street in the city of Lowell. Not on Federal-aid or State system.

TERMINI: The northerly terminus is at the intersection of Moss Street and the south line of Main Street. The southerly terminus is at the intersection of Moss Street and the south line of Lake Street.

LENGTH: 0.15 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance is not necessary. There are no serious drainage problems. The survey need not be tied to the Lambert Grid System. Soils investigations will be conducted. This project will be constructed with 1966 Special City Allotment Funds.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot shoulders. Construction will be done about the existing center line.

BASE DESIGN: The tentative base design for construction is:

Paving	3" A.C.
Top Course Base	2" Leveling
Bottom Course Base	12" Coarse Crushed
Total Depth	17"

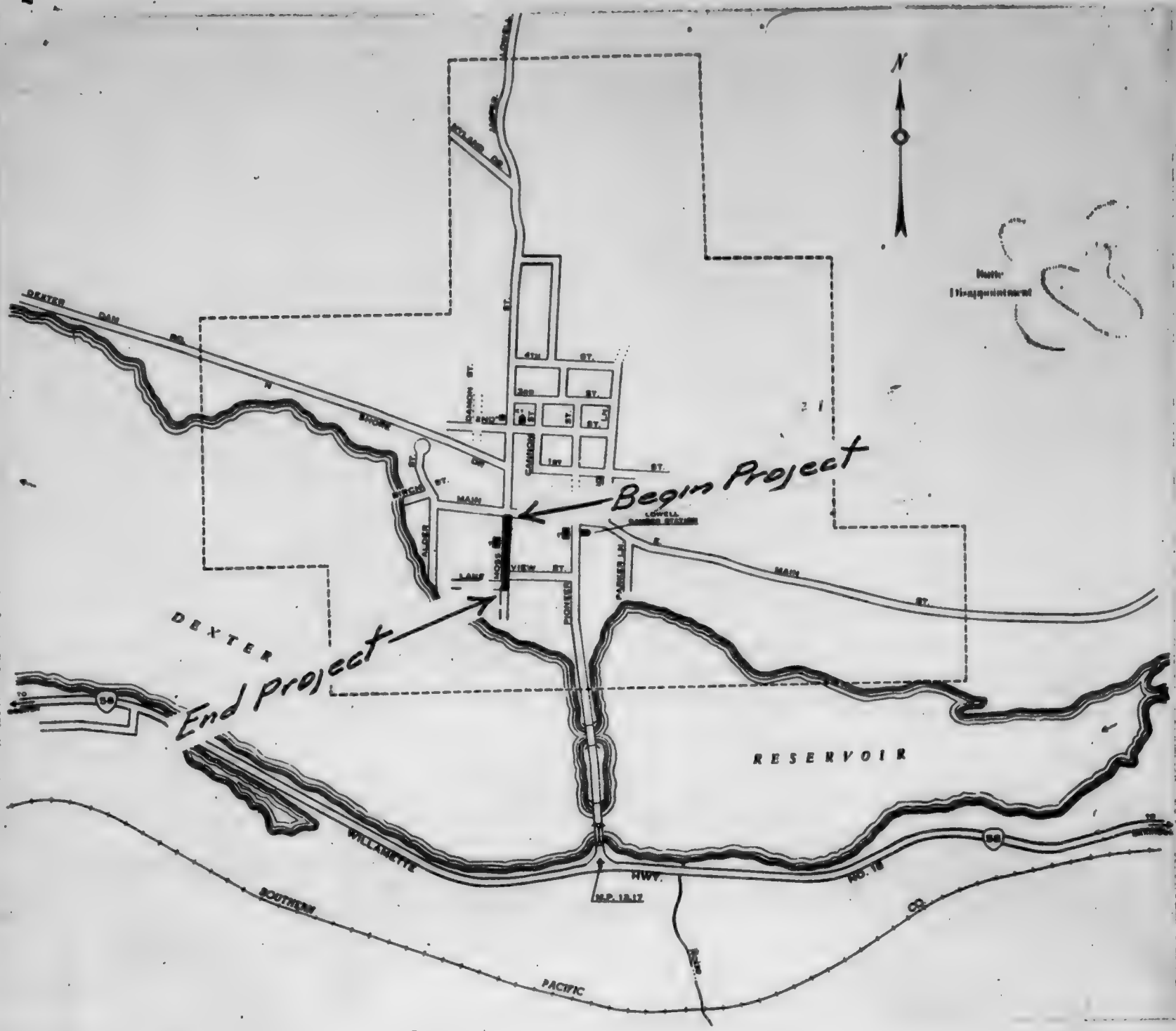
MATERIAL: Adequate quantities are available from commercial sources.

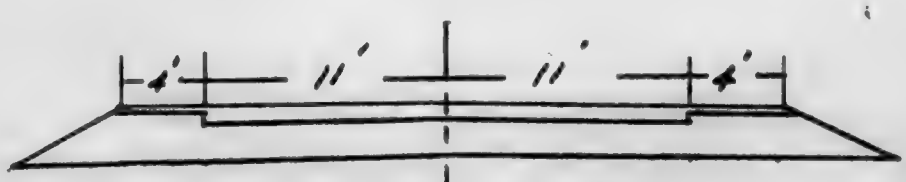
ADDITIONAL FACILITIES: There are no railroad or major stream crossings.

AGREEMENTS: Routine negotiations for a Special City Allotment Project.

January 26, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED TOM EDWARDS





Typical Section

Prospectus Map
Moss Street Section
City of Lowell
Lane County
1966

Form B-30

OREGON STATE HIGHWAY DEPARTMENT

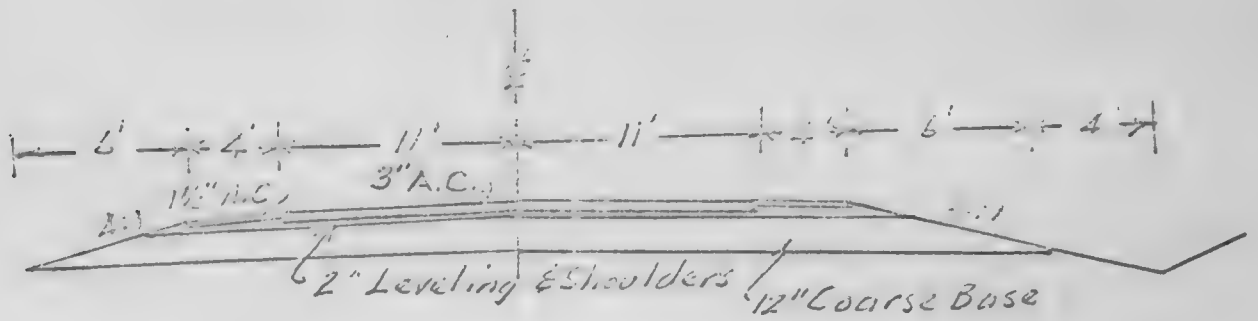
AUTHORITY FOR SURVEY

Section Main Street - Main Street to Lake Street Date January 5, 1966

Highway Lowell City Street Authorization No. 1

County Lane Division 2 Survey Prefix 220-1437 ✓
(Assigned by Salem office)

Description of termini, route, length, etc.: The northerly terminus is at Main Street. The southerly terminus is at Lake Street. The project is one block (0.15 miles) long. Special City Allotment Fund.



Purpose of survey: To prepare plans, specifications and estimates for grading and paving existing alignment.

1966 City Funds

RECEIVED
FEB 15 1966
ENGINEER
COUNTY & CITY DIVISION

Estimate of cost:

Survey, Field	(906)	0.15 miles @ $4000/mile	$600.00
Plans	(905)		300.00
Soils	(910)		300.00

Total estimated cost of survey . . . . . $ 1,200.00

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

..... Field Engineer

Recommended for Approval:

..... Ass't Construction Engineer

Recommended for Approval:

..... Division Engineer

Approved:

..... Ass't State Highway Engineer

State Printing

City of Lowell

LOWELL, OREGON

NOTED
H. S. COX

October 14, 1965

NOTED
R. H. PRANGE

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem, Oregon

NOTED
DON HARWELL

Dear Sir:

This will acknowledge receipt of letter of 10-8-65 under the signature of Mr. Richard Unrein, Field Engineer with regard to our request for the improvement of Moss Avenue under the Special City Allotment fund.

It is the wish of the City Council that we proceed with this project, and a resolution has been passed by the City Council authorizing the setting aside of $2,000.00 from the City Road Fund for this purpose. The City Road Fund has on deposit funds in excess of this amount at the present time.

Yours truly,

CITY OF LOWELL

L B McNaughton
(L. B. McNaughton) Mayor

RECEIVED
OCT 18 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
APR 15 1965
ENGINEER
COUNTY & CITY DIVISION

4-5-65

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Lowell, Oregon is an incorporated city of the State of Oregon and has a population of 618 as given by the latest official census; and

WHEREAS, the following streets of said city,

Moss Street between Lakeview Street and Main Street.

Main Street between Moss and Alder Street.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Lowell, Oregon does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate L. B. McNaughton, Mayor as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 5th day of April, 1965.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

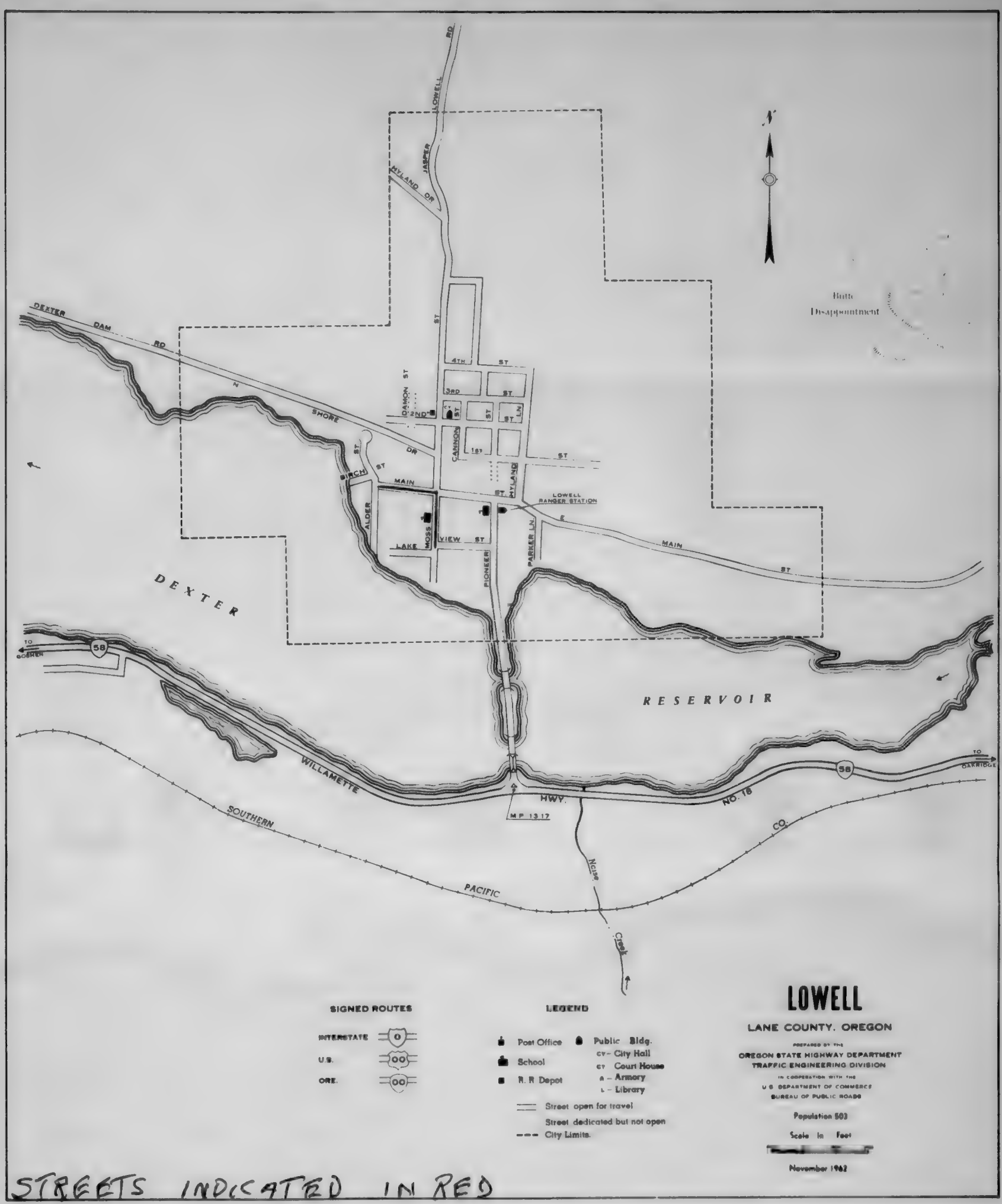
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Lowell at a regular or special meeting of said Council, held on the 5th day of April, 1965, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 13th day of April, 1965.

Rose M. Brisson
City Recorder

(cc-50, 1959 Rev.)



SIGNED ROUTES

INTERSTATE (0)
U.S. (00)
ORE. (00)

LEGEND

- Post Office
- School
- R. R Depot
- Public Bldg.
- CH – City Hall
- CT Court House
- A – Armory
- L – Library
- Street open for travel
- Street dedicated but not open
- City Limits.

LOWELL

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 503

Scale in Feet

November 1962

STREETS INDICATED IN RED

20-11[illegible] [illegible]
Oregon Coast Hwy. [illegible]
3808 and paving)

RECEIVED
JUN 1 - 1967
FOR FILING

10-1134
6808

June 1, 1967

Fidelity and Deposit Company of Maryland
Portland Branch Office
900 Failing Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $1,248.89 will be made to Page Paving Company on Contract No. 6808 for grading and paving the Glenada-Siltcoos River Section of the Oregon Coast Highway in Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $377,966.21 including the post-final payment. Of the total $3,845.20 is for force account work.

Very truly yours,

Floyd Ousery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Page Paving Company
P.O. Box 2206
Salem, Oregon 97308

Fidelity & Deposit Co. of Maryland
Baltimore 3,
Maryland
C.H. Maison
Attn: John Herr

RECEIVED
APR 3 - 1967
FOR FILING

20-1134

6808

1316
1510

April 3, 1967

Mr. Wallace E. Scheck
Route 1, Box 3385
Florence, Oregon

Dear Mr. Scheck:

Reference is made to your letter dated March 16 regarding damage to your road approach just southerly of Florence.

Certain corrective actions were taken in January, 1967, to correct erosion of fill areas in the vicinity of your driveway; however, due to inclement weather, the low portion of curb structure was not built up.

The Section Foreman at Florence has been instructed to provide temporary remedial action by providing fill material to restore the approach road. Also, at the earliest opportunity, depending on favorable weather conditions, action will be taken to install necessary curbing to rectify this problem.

Thank you for your patience in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler
Jack McCormick

FDM:fw srb

FORM E-20X—50M—1-65 SP°19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 30, 1967

SUBJECT: Approach Road Complaint
Oregon Coast Highway
Wallace E. Scheck

To: F. D. Morgan
Construction Engineer
Salem, Oregon

ATTENTION: E. A. Pease

Reference your letter of March 21, 1967 pertaining to the second complaint from Mr. Wallace E. Scheck regarding his driveway on the Glenada - Siltcoos River Section of the Oregon Coast Highway.

In January 1967 action was taken to correct this situation by providing fill rock sufficient to restore Mr. Scheck's driveway; however, the low portion of curb structure was not built up because of prevailing inclement weather conditions unsuitable for placing A.C. curbing.

Once again Mr. Jack Congrove, Section Foreman - Florence, has been instructed to provide temporary remedial action by providing fill material to restore the approach road. At the earliest opportunity, weather conditions favorable, action will be taken to install the necessary curbing to rectify this problem. In the interim, Mr. Congrove will keep the approach road repaired.

NOTED
VICTOR B. WOLFE

Jack C. McCormick
DISTRICT MAINTENANCE SUPERINTENDENT

JCM/ELE:sb

cc: F. B. Klahce
Jay B. Boyd
Jack K. Congrove

RECEIVED
MAR 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1967
FOR FILING

20-1157

6108

March 23, 1967

Mr. Wallace E. Scheck
Route 1, Box 3385
Florence, Oregon

1216
1510

Dear Mr. Scheck:

Reference is made to your letter of March 16 again referring to the driveway to your property south of Florence.

We have once more requested our field personnel to contact you and make such repairs as may be necessary to bring your driveway back to its former condition.

Thank you for your cooperation in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler

EAP:nn srb

FORM E-20X—50M—7-66 SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1967

SUBJECT:

To: Mr. L. R. Chandler
Division Engineer
P. O. Box 1128
Roseburg 97470

Attention Mr. Jay Boyd, Asst. Division Engineer

Herewith a copy of a second complaint from Mr. Wallace E. Scheck pertaining to his driveway on the Glenada-Siltcoos River Section of the Oregon Coast Highway.

On January 16, you reported that contact had been made with Mr. Scheck and that apparently satisfactory repairs had been made. Apparently these repairs did not survive the winter rains and his approach is back in the same condition as it was before.

Will you please investigate this matter again, take such action as might be necessary to correct the matter and advise this office of the action taken.

F. D. MORGAN,
Construction Engineer

By

EDWIN A. PEASE,
Construction Office Engineer

EAP:mm
Enc.
cc: F. B. Klaboe

RECEIVED
MAR 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Route 1, Box 3385
Florence, Oregon
March 16, 1967.

Oregon State Highway Dept.,
Salem, Oregon 97310

Attn. F. E. Klaiss

Dear Sir:

I refer to your letter of January 18, in response to my complaint of January 5, which was investigated by your Resident Engineer and Maintenance Foreman.

At the time these two gentlemen contacted me it was agreed that remedial action would be taken when the weather improved by building up the low portion of the curb to divert the run-off water to the nearby catch basin.

Fill material was supplied to correct the then existing washed away condition in my driveway approach, however, ensuing rains and the additional run-off water resulting from them have again aggrevated the erosion to a point where it is about in the same condition as when I first wrote your office. I am assuming this will be corrected when weather conditions are such that the low portion of the curb is built up.

I thank you very much for your attention in this matter.

Respectfully,
Wallace E. Scheck
Wallace E. Scheck.

Routing

Action 1117
Docker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
MAR 20 1967
CONSTRUCTION
DIVISION

Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1967
OREGON
STATE HIGHWAY COMMISSION

FORM E-123T 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAR 23 1967
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 21, 1967

1491

Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Gentlemen:

Your letter of March 10, 1967, concerning payment for 85/100 asphalt on the Glenada-Siltcoos River Section, Contract 6808, has been referred to this office.

A check was made of the project records to ascertain the method used to establish the final quantity of 1,366.40 tons. These records indicate that 1,404.78 tons of asphalt were delivered to the project. There were 48.97 tons on hand for a total of 1,453.75 tons. From this total the following amounts were deducted: 15.36 tons left on hand on completion of the project; 55.40 tons in A.C. mix delivered to White Construction; 6.87 tons of liquid asphalt to White Construction; 0.63 tons in mix to the City of Florence; 9.09 tons in mix rejected. This leaves a balance utilized on the project of 1,366.40 tons. This figure agrees with the total amount paid on the contract bid item plus that paid under price agreement Nos. 1 and 2.

We do not have copies of the invoices which you list on October 17, 18 and 19, and they evidently represent asphalt used in work that you performed for the City of Florence. As noted in our resident engineer's letter of February 24, paving on the state project started on October 25. The final records indicate that the first asphalt for the state project was delivered on October 20. We do not have a record of Invoice No. 1166 dated October 26, nor Invoice No. 5464 dated November 18. It is possible these two deliveries were used in connection with work that you were doing for others.

NOTED
F. B. KLABOE

To summarize, payment for 85/100 asphalt was based on the amount of asphalt for which we have copies of your invoices and the amount of asphalt determined by measurement in your tanks at the beginning and end of the work with deductions for mix rejected or used on other than the state project.

If we may be of further assistance please advise.

RECEIVED
MAR 23 1967
OFFICE OF
RESIDENT ENGINEER

Very truly yours,

F. D. MORGAN,
Construction Engineer

By John A. Bond
JOHN A. BOND,
Staff Assistant

JAB:DES:nn
cc: F. B. Klaboe
Victor D. Wolfe
L. R. Chandler
C. K. Ansell

PAGE PAVING COMPANY

GENERAL HIGHWAY CONSTRUCTION ..... MAILING ADDRESS: P. O. BOX 2206, SALEM, OREGON 97308

EMERSON B. PAGE, PRESIDENT
ARTHUR B. WOODS, VICE-PRESIDENT
JEANNE B. PAGE, SEC.-TREAS.

TELEPHONE 585-2686

RECEIVED
MAR 1 1967
OREGON
STATE HIGHWAY COMMISSION

5032

March 10, 1967

REFERRED TO
Admin
MAR 11 67

Oregon State Highway Department
Salem,
Oregon 97310

Re: Glenada-Siltcoos River Section
Oregon Coast Highway
Contract # 6808

Gentlemen:

We are requesting that you advise us as to how the final figure of 1366.40 tons of 85/100 paving asphalt was arrived at by the Resident Engineer. His letter of February 24, 1967 indicates that you can provide us with this reconciliation.

We are enclosing a list of our asphalt purchases together with pertinent correspondence to aid you in answering our inquiry.

Very truly yours,

PAGE PAVING COMPANY

Emerson B. Page,
President

ENC:
EBP:kd

RECEIVED
MAR 1 1967
OREGON
STATE HIGHWAY COMMISSION

FORM E-128

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

February 24, 1967

Emerson B. Page
Page Paving Co.
P.O. Box 2206
Salem Oregon

Re: Contract No. 6808
Glenada-Siltcoos River

Dear Sir:

I cannot give a precise answer, do to records being sent to Salem, but can come to a fairly close estimate. We started paving on Oct. 25th. On this date your total shows 328 tons delivered to the job. Subtracting from your total gives 1359± ton showing that we started with some on hand.

I would like to add also that White Brothers Const. Co. bought some A.C. from time to time the asphalt content of which was deducted from our job.

C. K. Ansell
C. K. Ansell
Resident Engineer

RECEIVED
FEB 25 1967
PAGE PAVING CO.

1 ✓

February 18, 1967

C.K. Ansell, Resident Engineer
Oregon State Highway Department
1841 Garden Avenue
Eugene, Oregon

Re: Contract No. 6808
Glenada-Siltcoos River

Dear Sir:

Enclosed find recap of purchases of 85/100 on the above captioned project.

On estimate 7, semifinal, you are paying us for 1,366.40 tons of liquid asphalt. We would appreciate your sending us your reconciliation as to how you arrived at this figure as it does not agree with our records.

Very truly yours,

PAGE PAVING COMPANY

William Hart,
Office Manager

C

C

Date	

C* 6808 Alameda - Siltcoa River

85/100 Asphalt

				Invoice*		Tons	
1	10	17	Shell Oil Co.	1109		25.10	1
2		"	"	1108		2608	2
3		"	"	1111		26.72	3
4		"	"	6129		25.99	4
5		"	"	6130		25.80	5
6		18	"	1658		24.93	6
7		"	"	11543		26.31	7
8		19	"	2777		24.76	8
9		"	"	2782		25.22	9
10		"	"	2792		26.74	10
11		20	"	3869		24.80	11
12		"	"	3879		25.96	12
13		24	"	5064		19.14	13
14		25	"	1148		18.25	14
15		26	"	1166		18.22	15
16		"	"	1159		18.90	16
17		"	"	11040		26.16	17
18		27	"	12124		23.82	18
19		"	"	5252		25.77	19
20		28	"	3258		23.07	20
21		"	"	3267		18.57	21
22		"	"	3149		24.84	22
23		"	"	3150		17.20	23
24		29	"	3152		19.28	24
25		"	"	3153		25.95	25
26		"	"	3927		18.14	26
27		31	"	4370		17.05	27
28		"	"	4373		26.22	28
29		"	"	4395		26.48	29
30		"	"	5275		18.30	30
31	11	1	"	5361		18.19	31
32		"	"	5430		18.67	32
33		"	"	5434		25.52	33
34		"	"	5442		26.84	34
35		"	"	5453		26.44	35
36		"	"	6405		19.27	36
37		2	"	6503		18.80	37
38		"	"	6513		26.27	38
39				6542		18.71	39

				Invoice #		Tons	
1	10	17	Shell Oil Co.	1107		2510	1
2		"	"	1108		2608	2
3		"	"	1111		2678	3
4		"	"	6129		2577	4
5		"	"	6130		2580	5
6		18	"	1658		2495	6
7		"	"	11543		2621	7
8		19	"	2777		2476	8
9		"	"	2782		2522	9
10		"	"	2792		2674	10
11		20		3869		2480	11
12		"		3879		2596	12
13		24		5064		1914	13
14		25		1148		1825	14
15		26	"	1166		1872	15
16		"		1187		1890	16
17		"		11040		2616	17
18		27		12124		2382	18
19		"		3252		2577	19
20		28		3258		2307	20
21		"		3267		1887	21
22		"		3149		2484	22
23		"		3150		1720	23
24		29		3152		1928	24
25		"		3153		2578	25
26		"		3927		1874	26
27		31		4970		1703	27
28		"		4573		2522	28
29		"		4395		2648	29
30		"		52755		1850	30
31	11	1		53611		1875	31
32		"		54310		1867	32
33		"		54334		2582	33
34		"		54442		2684	34
35		"		54353		2544	35
36		"		6405		1927	36
37		2		6503		1880	37
38		"		6515		2627	38
39		"		15542		1874	39
40		3		15554		2254	40
41		"		15763		2176	41
42		"		15766		2625	42
43		4		26555		1876	43
44		"		26557		1879	44
						101464	

				Invoice #	Form 100484	
1	11	4	Shell Pet Co.	2677	21 59	1
2		6		2420	25 32	2
3		7		2709	18 79	3
4		12		4758	18 65	4
5		8		4773	18 84	5
6		"		5811	18 55	6
7		9		5886	18 62	7
8		"		5892	22 33	8
9		15		5414	24 85	9
10		"		5424	18 69	10
11		"		5427	22 71	11
12		"		5464	18 95	12
13		19		5419	18 79	13
14		"		5427	18 98	14
15		17		4961	18 75	15
16		21		1889	18 92	16
17		22		1896	18 78	17
18		"		1908	24 65	18
19		"		2611	18 68	19
20		23		2674	24 62	20
21		"		2681	21 96	21
22		"		2698	18 65	22
23		6	retained	390147	(1919)	23
24		25		3737	18 52	24
25		"		3738	22 55	25
26		28		4875	18 77	26
27		"		5879	18 74	27
28		29		5741	24 71	28
29		"		5743	18 72	29
30		"		5751	22 86	30
31		"		5967	18 58	31
32		"		6932	19 04	32
33		30		6025	25 78	33
34	12	1		19818	18 61	34
35		2		2208	19 15	35
					1686 58	
36						36
37						37
38						38
39		1				39
40						40
41						41
42						

RECEIVED
MAR 1 - 1967

20-1134
6808

March 1, 1967

Fidelity and Deposit Company of Maryland
Portland Branch Office
900 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6808 awarded to Page Paving Company for grading and paving the Glenada-Siltcoos River Section of the Oregon Coast Highway in Lane County was completed on December 8, 1966, and accepted by the Highway Commission on February 28, 1967.

Final payment in the amount of $15,516.37 will be released to the contractor after March 8, 1967. The total contract amount is $376,717.32 including $3,845.20 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

Page Paving Company
P.O. Box 2206
Salem, Oregon 97308
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAR 1 - 1967
FOR FILING

20-1134

6808

February 28, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed December 8, 1966 on Contract No. 6808. The contract was with Page Paving Company and was for grading and paving of the Glenada-Siltcoos River Section of the Oregon Coast Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 28, 1967 and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg ja

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Glenada- Siltcoos River	WEEK ENDING: Jan. 21, 1967
		SECTION PREFIX: 20-1134
	HIGHWAY: Oregon Coast	COUNTY: Lane
NAME OF JOB: Glenada Siltcoos River	KIND OF WORK: Grading and Paving	
CONTRACTOR: Page Paving CO.	CONTRACT NUMBER: 6808	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 9, 1966	DATE WORK STARTED: June 13, 1966	ESTIMATED COMPLETION DATE: Complete Dec. 8, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 115	CALENDAR DAYS USED 160
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 139%
PROJECT AUTHORIZATION: $436,074.37		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $406,913.22	ENGINEERING AUTHORIZATION $29,861.16	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $387,913.19	ENGINEERING COST TO DATE $32,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.9%	PERCENT OF AUTHORIZATION 107%	DATE PROJECT WAS COMPLETED: Dec. 8, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.4	7.4			7.4
MILES PARTIALLY COMPLETED					
MILES COMPLETED	7.4	7.4			7.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)	646	29,040			22,100
TOTAL QUANTITIES CORRECTED TO DATE	2,920	28,563			25,268
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,920	28,563			25,268
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work All Week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED DEC. 8, 1966

Semi- Final was submitted Jan. 19, 1967

FINAL REPORT

SIGNED C. K. Ansell LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JAN 19 1967

20-1134
6404

January 18, 1967

1316

Mr. Wallace E. Scheck
Route 1, Box 3385
Florence, Oregon

Dear Mr. Scheck:

In accordance with your request of January 5, we have had an investigation made of the condition of your driveway on Highway 101 south of Florence. We are advised that you have been contacted by our Resident Engineer and Maintenance Foreman and that they have made arrangements to furnish the necessary rock and do the patching necessary to rectify the condition to your satisfaction.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler (Enc.)

EAP:fr srb

4645

JAN 6 67

Route 1, Box 338
Florence, Oregon
5 January 1967.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Prior to the widening last season of Highway 101 south of Florence and the installation of a concrete curb at the highway edge I had a well graveled, moderately graded driveway approach.

When the contractor, Pete Pavich Company, installed the curb forms it was necessary that they make a sizeable fill in front of my property. After the curb had been poured and the forms removed I had no access to the highway until I protested to the contractors man in charge at which time a small load of fill was supplied and I was told that they were only permitted to furnish enough fill to bring it to a certain grade level.

I was out of the city for several weeks at the time the actual paving was completed and was very much surprised on my return to find that it had been paved flush with the driveway level of the curb, allowing large amounts of run-off water at each rainfall to run down my driveway, washing away the meager fill, instead of running into the catch basin installed for that purpose just a few feet away.

I was advised by a neighbor that the contractor was about finished with his job and about to leave the area so I stopped one of the highway department vehicles and told the operator I had a gripe and asked him who I could get in touch with. He led me to believe that he was the man in charge and I showed him the situation. He stated that it would be taken care of. The following day some one dumped a small amount of fine gravel on the spot. Nothing further has been done.

Since that time recurring heavy rains with the heavy run-off that is not getting to the catch basin is wiping out my approach and causing damage to the rest of my driveway. I feel that since the Oregon State Highway Department is responsible for the present condition either through faulty engineering, inspection or both that the responsiblity for correcting the situation belongs to them.

Will you kindly look into this matter and take whatever steps are necessary to correct it?

Respectfully,
Wallace E. Scheck

Rowlng
Morgan 1/17
Docker
Bond
Barbee
Walker
Glenn
Swan
Jarolack
Tuttle
Bennett
Willson
Litchfield
Olson

RECEIVED
JAN 10 1967
CONSTRUCTION
DIVISION

RECEIVED
JAN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 5-2828 SOM 7-66

RECEIVED
JAN 19 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID H. SIMPSON, MEMBER
PORTLAND

20-1134
6808
1339

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 17, 1967

Mr. Leland L. Myers
Water Commissioner
City of Sumpter
Sumpter, Oregon

Dear Mr. Myers:

We have received your progress billing for relocating the City of Sumpter water main on the McCully Fork-Sumpter Highway, and are processing it for payment. You should receive payment within the next ten (10) days.

Very truly yours,

C. H. Maison
Controller

CHM:rs

cc: F. B. Klaboe
Victor Wolfe
Jess Jones

NOTED
F. B. KLABOE

RECEIVED
JAN 17
OFFICE OF
STATE HIGHWAY ENGINEER

4692

JAN 13 67

CITY OF SUMPTER
SUMPTER, OREGON

January 11, 1967

REFERRED TO
admin
BY SECRETARY

Klator

State of Oregon
Highway Department
Salem, Oregon 97310

Gentlemen:

We hereby submit our bill for work done during 1966, relocating the City of Sumpter water main on the McCully Fork-Sumpter Highway reconstruction. This is not the final billing because more work is to be done. We have a bill for pipe that we must pay and cannot do so without reimbursement on this project.

A difference of two hours in labor appears for October 8, which was an error in reporting the backhoe operator's time. He operated the backhoe for two hours then labored for five hours, but his time on the State report shows only three hours labor and two hours backhoe. No other discrepancies were found.

Please direct any questions concerning this billing to me.

Very truly yours,

Leland L. Myers

Leland L. Myers
Water Commissioner

RECEIVED
JAN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 12 1967
OREGON
STATE HIGHWAY COMMISSION

CITY OF SUMPTER

SUMPTER, OREGON

Bill for Relocating
City of Sumpter Water Main on
McCully Fork-Sumpter Highway Reconstruction

Item	Date	Time		Amount
8" Asbestos-Cement Pipe				
	August 21	598 ft.		
	October 4	195 "		
	6	247 "		
	8	300 "		
		1340	feet @ $1.74/ft	$2,331.60
Allis Chambers Industrial 60, 1/3 Cubic Yard Backhoe & Operator				
	August 20	8 hours		
	21	9		
	22	1½		
	October 3	6½		
	4	8½		
	5	8½		
	6	8		
	7	10		
	8	2		
		62	Hours @ $10/hour	620.00
125 Cubic Foot Air Compressor & Jackhammer				
	August 21	1	Hour @ $4/hour	4.00
4 Yard Dump Truck				
	August 21	4	Hours @ $5/hour	20.00
5 Yard Dump Truck				
	August 21	4		
	October 6	4		
		8	Hours @ $8/hour	64.00
Two Ton Pipe Truck				
	August 21	8		
	October 4	1		
	5	1		
	7	2½		
		12½	Hours @ $10/hour	125.00
3½ hp 1½" Discharge Briggs-Stratton Pump				
	October 6	2		
	8	1		
		3	Hours @ $2.50/hour	7.50

Continued

CITY OF SUMPTER

SUMPTER, OREGON

Billing Continued

Item	Date	Time	Amount
Labor	August 21	77 hours	
	October 3	6	
	4	24	
	5	18	
	6	27	
	7	20½	
	8	18	
		190½ Hours @ $2.50/hour	476.25
Engineering & Foreman			
Cost Estimate Preparation		14 hours	
August 4	Preconstruction	2	
20	Construction	8	
21		9	
October3	2 men	6	
4		2	
5		3	
6		9	
7		3½	
8		7	
		~~49½~~ 63½ Hours @ $5/hour	317.50
Overhead	Labor	12 Hours @ $2/hour	24.00
	Materials		5.00
	TOTAL BILLING		$3,994.85

RECEIVED
NOV 7 - 1966
FOR FILING
20-1134
6808

3e
10-6-66

October 7, 1966

Page Paving Company
P. O. Box 2206
Salem, Oregon

#1

Gentlemen:

The State Highway Commission at its meeting on October 6 considered your request for an extension of time on Contract No. 6808 on the Glenada-Siltcoos River Section of the Oregon Coast Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for a 30-day extension.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc L. R. Chandler
Clayton Ansell
L. H. Young
F. D. Morgan
C. H. Maisen

RECEIVED
SEP 6 - 1966
FOR FILING

21-1134

6/18

September 1, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 1
October 6, 1966 meeting

Gentlemen:

We have received a request for an extension of time from Page Paving Company, contractor on the Glenada-Siltcoos River Section of the Oregon Coast Highway in Lane County, Contract No. 6408. The request is for a 30-calendar day extension based on additional work added to the contract by an extension of the project limits to include an additional 2.51 miles of widening and asphaltic concrete overlay. This additional work was approved at your July 14, 1966 meeting.

We recommend the 30-day extension be granted. This will increase the time allowed to 145 calendar days with an estimated date of completion of November 14, 1966. This is a State project.

This matter will be presented at your October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
L. R. Chandler
F. D. Morgan
JAB:bjm bg

FORM E-20 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1966

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Extension of Time
Glenada-Siltcoos River Section
Contract No. 6808

Attached is a request for increase in contract time from Page Paving Company, contractor on the subject project, for an increase of 30 calendar days for completion. The contractor's request is based on an extension of the project limits to include an additional 2.51 miles of over-lay.

The contractor, by means of a July 13 letter (copy of which is attached) made a 30-day time extension a condition to the Price Agreements covering the project extension, which was at bid prices. The original contract time was 115 calendar days with an estimated completion date of October 15. On a strict time-money relationship the project extension would justify 18 calendar days. However, we believe that by accepting and approving the Price Agreements we became committed to the 30-day extension condition and we, therefore, concur. The time-money relationship may not be completely valid here anyway due to the seasonal influence on productivity.

This is a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm
Attachments

RECEIVED
AUG 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

E-320 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 5, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 115 days to 145 days, within which to complete our Contract No. 6808, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Extension of boundries 0.64 miles North to Siuslaw River Bridge and 1.87 miles South to Douglas County Line. This will increase contract by approximately $50,000.00 covered by Price Agreements No. 1 & No. 2.

Respectfully submitted,

PAGE PAVING COMPANY
Contractor

By [signature]

CONSENT OF SURETY

Date AUGUST 8, 1966

We, GREAT AMERICAN INSURANCE COMPANY

412 Failing Bldg. Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY

BY: [signature]
WELLS-REED-WOOD-WEST Co-Inc. Co-fac

BY: [signature]
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6808 Contractor Page Paving Co.

Highway Oregon ~~X~~ Coast

Section Glenada-Siltcoos River

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Extension of the original contract limits to include an additional 2.51 miles of widening and over-lay.

Recommended for Approval:

Carl M. Williams
Division Engineer

R. L. Bond
for Construction Engineer or Bridge Engineer

B B Kluber
Assistant State Highway Engineer

Contract No.	6808
Project designation	State (State-Federal)
Date awarded	May 9, 1966
Work started	June 13, 1966
Per cent completed	9% XXX 8/12/66 (Date)
No. of Workdays Allowed	115
No. of Workdays Used	73
No. of Added Workdays Requested	30

SP*0206-734

FORM 8128

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Roseburg, Oregon
August 3, 1966

Page Paving Co.
P. O. Box 2206
Salem, Oregon 97308

F. B. KLABOE
NOTED

RE: Your July 25, 1966, letter to C. K. Ansell, Resident Engineer
Glenada-Siltcoos River Section, Oregon Coast Highway,
Contract No. 6808

Gentlemen:

In light of the stipulations of your July 13, 1966, letter, Division considers your request for an extension of time on the subject contract to be valid. Please complete the proper forms (enclosed) and submit your request along with the consent of surety through Mr. Ansell:

This project was conceived and implemented, including the increased length on the north and south, as a project that could and would be completed before the onset of the 1966 winter season.

The rate of progress on this project to date is not satisfactory. Since no crushed material has yet been produced for the job, the prognosis is poor.

With or without the pending time extension, it is hoped that increased activity and production in the next few weeks will allow you to meet your contractual deadline.

Very truly yours,

Carl M. Williams
ASS'T. DIVISION ENGINEER

CMW:lf
Attach.

cc: F. D. Morgan
C. K. Ansell

Routing
Morgan
Decker
Bond
Barbee
Walker
Olson
Swan
Pease
Marlatt
Scott
Wills

RECEIVED
AUG 1966
CONSTRUCTION
DIVISION

AUG 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1966
FOR FILING

120-1134

FORM S-22 SGH 10-65 SP°23401-734

6808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1966

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer

B U I L D I N G

SUBJECT: Overrun of Project Authorization
Glenada-Siltcoos River Section
Oregon Coast Highway
Contract No. 6808

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading and paving is under contract to Page Paving Company of Salem. The original project authorization was $361,074.37. The present anticipated cost os $412,723.55 indicating an overrun of $51,649.18 or 14.3%. The reason for this overrun is caused by the addition of surfacing and paving work to the original contract.

The Highway Commission approved an increase in the project authorization amounting to $75,000 for this additional work at their July 14 meeting. This request fulfills the requirements relating to our accounting proceedures.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

NOTED
F. B. KLABOE

DES:nh

Attachment

cc: L. H. Young

RECEIVED
JUL 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

approved
by Klaboe
7-27-66

RECEIVED
JUL 27 1966

20-1120

Salem, Oregon
July 26, 1966

Increase in Project Authorization

C. K. Ansell
Resident Highway Engineer
1841 Garden Avenue
Eugene, Oregon 97403

This is to advise you that at its meeting of July 14, 1966 the Highway Commission approved an increase of $75,000.00 in project authorization on Contract No. 6808, Glenada - Siltcoos River Section of the Oregon Coast Highway in Lane County.

The new authorization for construction is $436,074.37. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

HER:cl
cc: L. R. Chandler

Form No. E-378—10M—7-66 20-1134 OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Clemada - Siltcoos River Date July 21, 1966

Highway Oregon Coast Contract No. 6608

County Lane Kind of Work Grade and Pave Contractor Page Paving Co.

Contract Amount $ 318,705.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
P.A. #1 7. 3/4-0 in Base	1,200	3.35	$ 4,020.00
8. Stone Base	2,600	3.30	8,580.00
12. Class D AC	1,200	5.95	7,140.00
13. AC in Mix.	66	33.00	2,178.00
P.A. #2 7. 3/4-0 in Base	400	3.95	1,580.00
12. Class B AC	2,600	6.50	16,900.00
13. AC in Mix.	143	33.00	4,719.00
			+ 4,115.40
Minor items, unitemized algebraic total			
Subtotal			$ 49,232.40
Approved work orders (Price, extra work and state force orders)			$ 750.00

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 7-14-66

Minor items, unitemized algebraic total	
Subtotal	$ 0
Authorization for engineering	$ 25,676.40
Expected over-run or under-run of engineering authorization 8½% of 49,232.40	$ 4,184.75
Costs not included above (explain)	$ 0
Allowance for future contingencies (4½ % of work remaining) 315,000	$ 14,175.00
Credits to come from transfers and deductions	$ 0
Present estimate of project cost	$ 412,723.55

Brief Statement of principal causes of over-run: To extend boundaries of project 1.87 miles south (PA#2) And extend boundaries 0.64 north (PA#1)

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 361,077.37
Present estimate of project cost	$ 412,723.55
Expected over-run (Amount)	$ 51,649.18
Expected over-run (per cent)	14.3 %

Space to right of this line is for use of Salem office.

Submitted by: [signature] Resident Engineer

Confirmed by: [signature] ASSISTANT Division Engineer

Noted by: [signature] for Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
MAY 10 1966

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

20-1134

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 10, 1966

Page Paving Company
P. O. Box 2206
Salem, Oregon

Gentlemen:

The State Highway Commission on **May 9, 1966,** awarded to you State Highway Contract No. **6808** for the following project:

Grading and paving the Glenada-Siltcoos River Section of Oregon Coast Highway in Lane County.

This award was based on your bid of **$318,705.00** which was submitted to the Commission on **April 28, 1966,** for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc **Frank Morgan**
L. H. Young
C. D. Matthis (SIAC)

3[illegible]-1736 Irons (12th - 16th c.) [illegible] gc., [illegible]
[illegible] Dor ts. [illegible]., cavin

C4R 3006

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date January 12, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1966

Contract # 6809 Prefix 322-1720 Survey Prefix 322-1489

Street Twelfth and Sixteenth Streets

City Lyons

Payments to Contractor .(See. attached. voucher).....	$10,879.08
Engineering and Contingencies.....	1,275.61
Survey.(Total = $1,134.50). City's. pro. rata. share.....	----
TOTAL.....	$12,154.69
Agreed State Share	12,154.69
Agreed City Share	$ ----
City Advance Deposit	$ ----

Reference: Outside Billing None

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: LINN

CONTRACT NO.: 6809

ESTIMATE NO.: 2 Fin

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: LYONS /12 & 16 ST/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.5000	1,333.70
002	TRENCH EXCAVATION		CU YDS	6.0000	10.28
003	WATERING		M-GALS	4.0000	38.00
005	STONE BASE		CU YDS	3.3000	1,184.00
006	3/4IN-0 MATERIAL IN BASE		CU YDS	3.9500	200.00
007	CLASS B ASPHALT	CONCRETE	TONS	9.7500	368.60
008	12-INCH CULVERT PIPE		LIN FT	3.2000	84.00
009	EXTRA FOR AC CONCRETE	APPROACHES	ONLY	35.0000	3.00

DATE: 08/18/66 6809

PREVIOUS VOUCHER NO.: 3066

CHECKED BY: CP/mc

ENGINEER OR AUDITOR: E. J. & Hall

TOTAL CONTRACT ITEMS

__ % RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	6809	2 Final	322-1720-204 (41) 576.57 Dr.
	FEDERAL AID PROJECT NO.		
T/			

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
U YDS	1.5000	1,333.700	2,000.55	2,000.55	
U YDS	6.0000	10.280	61.68	61.68	
-GALS	4.0000	38.000	152.00	152.00	
U YDS	3.3000	1,184.000	3,907.20	3,907.20	
U YDS	3.9500	200.000	790.00	790.00	
ONS	9.7500	368.600	3,593.85	3,593.85	
IN FT	3.2000	84.000	268.80	268.80	
NLY	35.0000	3.000	105.00	105.00	
TOTAL CONTRACT ITEMS			10,879.08	10,879.08	
-- % RETAINED ON CONTRACT ITEMS			---	576.57	576.57
FORCE ACCOUNT					
TOTAL PAYMENTS			10,879.08	10,302.51	576.57

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AUG 31 1966
FOR FILING

322-1720

6819

August 31, 1966

U.S. Fidelity and Guaranty Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 6809 awarded to Salem Black Top Paving Company, Inc., for grading and paving on 12th and 16th Streets in Lyons in Linn County was completed on June 21, 1966, and accepted by the Highway Commission on August 30, 1966.

Final payment in the amount of $576.57 will be released to the contractor after September 8, 1966. The total contract amount is $10,879.08 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Salem Black Top Paving Company, Inc.
1815 22nd Street, S.E.
Salem, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
AUG 30 1966
FOR FILING

322-1720

6419

August 30, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 21, 1966, on Contract No. 6809. The contract was with Salem Black Top Paving Co., Inc. and was for grading and paving on 12th and 16th Streets in the city of Lyons in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 30, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: LYONS (12th & 16th) CITY STREETS		WEEK ENDING: July 15, 1966
		SECTION PREFIX: 322-1720
HIGHWAY: City Street		COUNTY: Linn
NAME OF JOB: Lyons (12th & 16th) City Streets	KIND OF WORK: Grading and Paving	
CONTRACTOR: Salem Black Top Paving Co., Inc.	CONTRACT NUMBER: 6809	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 4, 1966	DATE WORK STARTED: June 8, 1966 Begin Calendar Days 6/3/66	ESTIMATED COMPLETION DATE: August 11, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS: 70	WORK DAYS USED / CALENDAR DAYS USED: 19
PROJECT AUTHORIZATION: $ 13,085.32	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 27
EXCLUSIVE OF ENGINEERING: $ 12,154.81	ENGINEERING AUTHORIZATION: $ 930.51	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 10,879.00	ENGINEERING COST TO DATE: $ 972.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 11 %	PERCENT OF AUTHORIZATION: 105 %	DATE PROJECT WAS COMPLETED: June 21, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.15			0.15
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.15	0.15			0.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,280 CY	1,590 CY			350 T
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,333 CY	1,384 CY			369 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Morgan
Decker
Bond
Barbee
Whitsett
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

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JUL 18 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED JUNE 21, 1966.

Semi-final estimate submitted to Division Office on July 15, 1966.

SIGNED _____ LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP°F216

FORM S-129

RECEIVED
MAY 10 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MCMINNVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

222-1720

L & H

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

May 10, 1966

Salem Black Top Paving Co., Inc.
1815 22nd Street, S.E.
Salem, Oregon

Gentlemen:

The State Highway Commission on May 9 awarded to you State Highway Contract No. 6809 for the following project:

Grading and paving the 12th and 16th Streets in Lyons in Linn County.

This award was based on your bid of $11,531.40 which was submitted to the Commission on April 28, 1966 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkmcc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

NOTED
H. S. COX

April 28,1966

Mrs. Evelyn Mormon
City Recorder
City Hall
Lyons, Oregon

Dear Mrs. Mormon:

On April 28, the State Highway Commission opened bids on the Special City Allotment project on 12th and 16th Streets in Lyons. The low bid was submitted by Salem Blacktop Paving Company of Salem and the anticipated cost based on the bid is as follows:

Contractor's bid	$11,531.40
Anticipated Additional Items	100.00
Total.....	$11,631.40
Engineering and Contingencies (12½%)	1,453.93
TOTAL ANTICIPATED COST..	$13,085.33

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Engineer

by NOTED RICHARD UNREIN

Richard Unrein
Field Engineer

RU:nr

NOTED
HAROLD REYNOLDS

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

FROM: Div. II (attn. John Canfield)

SUBJECT: Special Rts. & Mtl. Stmt. Proj. 12th & K St. Stmts - LYONS

TO: R/W Division

DATE: April 19, 1966

Herewith copy of letter from Fred A. Lindemann, property owner involved in right-of-way on subject project. Please review his requests as outlined in the letter & the option attached, & in the event this is not feasible without special provisions for the State's contractor, the project will have to be withdrawn from the April 28 bid letting & set back to May 19 or possibly June 9.

Your earliest consideration is requested & a reply prior to Friday, April 22 would be appreciated

D. N. Hanks
(SIGNATURE)

NOTED
DON HANKS

PLEASE REPLY HERE

4-21-66

Ed Hall & John Canfield told me: everything is okay on this - Hall discussed matter with Lindemann - OK

D+K

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

FRED A. LINDEMANN
P. O. BOX 128
LYONS, OREGON

4/18/66

State Highway Dept.
City of Lyons

Gentlemen:

You have my permission to excavate within 3 feet of any necessary point that may be that close to trees located on the improvements to be made to 16th street, Lyons, Oregon.

It is my understanding that you will not damage these tree roots any more than necessary, and especially not to take away so much as to cause the trees to be blown down by severe winds that occur in this area. We expect due caution and care to be taken when excavating around these trees as not to damage them any more than just absolutely necessary.

You may also or your contractors, dump all the excess dirt and rock from these street jobs onto the low spots on the vacant land next to Twelveth street, on the south and west side and adjacent to the street area, the exact spot is not necessary to designate, as any place that is low is fine.

Yours truly

Fred A. Lindemann

Fred A. Lindemann

REPRESENTING
PACIFIC INDEMNITY GROUP
PACIFIC INDEMNITY COMPANY • TEXAS INDEMNITY COMPANY
NORTHWESTERN PACIFIC INDEMNITY COMPANY

File No. 39292-A

REAL ESTATE OPTION

Grantor Fred A. and Glenda A. Lindemann Mail Address .....

..... Agent .....

Section 12th. Street & 16th. Street (Lyons) County Road City Streets

Purpose Right of Way & Permanent Easements Desc. Checked by HRS 2-17-66 10C-45-11

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Lyons County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

PARCEL NO. 1 - Purchase for Right of Way

A parcel of land lying in Highland Grove, Linn County, Oregon; the said parcel being described as follows:

Beginning at the most Southerly corner of Lot 8, Block 1, of said Highland Grove; thence Northwesterly along the Southwesterly line of said Lot 8 a distance of 50 feet to the most Westerly corner of said Lot 8; thence Northeasterly along the Northwesterly line of said Lot 8 a distance of 35 feet; thence Southwesterly in a straight line to the Southwesterly line of Lot 7 said Block 1 at a point 25 feet Northwesterly of the most Southerly corner of said Lot 7; thence Northwesterly along said Southwesterly line 25 feet to the most Westerly corner of said Lot 7; thence Southwesterly along the Northwesterly line of said Lot 7, extended Southwesterly, 45 feet to the Southwesterly line of vacated Railroad Street; thence Southeasterly along the Southwesterly line of said vacated Railroad Street 100 feet; thence Northeasterly along the Southeasterly line of said Lot 8, extended Southwesterly, a distance of 45 feet to the point of beginning.

The parcel of land to which this description applies contains 4,938 square feet, more or less.

PARCEL NO. 2 - Permanent Easement for Slopes and Drainage over or across the following described parcel, to wit:

A parcel of land lying in the Highland Grove, Linn County, Oregon; the said parcel being that portion of Lots 6 and 7 of Block 1 of said Highland Grove lying Southeasterly of a line which is parallel to and 5 feet Northwesterly of the Southeasterly lines of said Lots 6 and 7.

ALSO that portion of the vacated alley, between said Lots 6 and 7, lying Northwesterly of the Southwesterly extension of the Southeasterly line of said Lot 6 and lying Southeasterly of a line which is parallel to and 5 feet Northwesterly of the Southeasterly line of said Lot 6, extended Southwesterly.

The parcel of land to which this description applies contains 1,330 square feet more or less.

PARCEL NO. 3 - Permanent Easement for Slopes over or across the following described parcel, to wit:

A parcel of land lying in the SE¼ of Section 19, Township 9 South, Range 2 East, W. M., Linn County, Oregon, and being a portion of that property described in that certain deed to Fred A. and Glenda A. Lindemann, recorded in Book 227, Page 787 of Linn County Record of Deeds; the said parcel being that portion of said property lying Southerly of Main Street, lying Northerly of that property described in that deed to Freres Lumber Co., Inc., recorded in Book 283, Page 121 of Linn County Deed Records, and lying Westerly of a line which is parallel to and 10 feet Easterly of the Easterly line of 16th. Street.

The parcel of land to which this description applies contains 2,450 square feet, more or less.

Section 12th. Street & 16th. Street (Lyons) County Road City Streets

Purpose Right of Way & Permanent Easements Desc. Checked by HRS 2-17-66 10C-45-11

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Lyons County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

PARCEL NO. 1 - Purchase for Right of Way

A parcel of land lying in Highland Grove, Linn County, Oregon; the said parcel being described as follows:

Beginning at the most Southerly corner of Lot 8, Block 1, of said Highland Grove; thence Northwesterly along the Southwesterly line of said Lot 8 a distance of 50 feet to the most Westerly corner of said Lot 8; thence Northeasterly along the Northwesterly line of said Lot 8 a distance of 35 feet; thence Southwesterly in a straight line to the Southwesterly line of Lot 7 said Block 1 at a point 25 feet Northwesterly of the most Southerly corner of said Lot 7; thence Northwesterly along said Southwesterly line 25 feet to the most Westerly corner of said Lot 7; thence Southwesterly along the Northwesterly line of said Lot 7, extended Southwesterly, 45 feet to the Southwesterly line of vacated Railroad Street; thence Southeasterly along the Southwesterly line of said vacated Railroad Street 100 feet; thence Northeasterly along the Southeasterly line of said Lot 8, extended Southwesterly, a distance of 45 feet to the point of beginning.

The parcel of land to which this description applies contains 4,938 square feet, more or less.

PARCEL NO. 2 - Permanent Easement for Slopes and Drainage over or across the following described parcel, to wit:

A parcel of land lying in the Highland Grove, Linn County, Oregon; the said parcel being that portion of Lots 6 and 7 of Block 1 of said Highland Grove lying Southeasterly of a line which is parallel to and 5 feet Northwesterly of the Southeasterly lines of said Lots 6 and 7.

ALSO that portion of the vacated alley, between said Lots 6 and 7, lying Northwesterly of the Southwesterly extension of the Southeasterly line of said Lot 6 and lying Southeasterly of a line which is parallel to and 5 feet Northwesterly of the Southeasterly line of said Lot 6, extended Southwesterly.

The parcel of land to which this description applies contains 1,330 square feet more or less.

PARCEL NO. 3 - Permanent Easement for Slopes over or across the following described parcel, to wit:

A parcel of land lying in the SE¼ of Section 19, Township 9 South, Range 2 East, W. M., Linn County, Oregon, and being a portion of that property described in that certain deed to Fred A. and Glenda A. Lindemann, recorded in Book 227, Page 787 of Linn County Record of Deeds; the said parcel being that portion of said property lying Southerly of Main Street, lying Northerly of that property described in that deed to Freres Lumber Co., Inc., recorded in Book 283, Page 121 of Linn County Deed Records, and lying Westerly of a line which is parallel to and 10 feet Easterly of the Easterly line of 16th. Street.

The parcel of land to which this description applies contains 2,450 square feet, more or less.

sl/~~wo~~

Regardless of statements herein to the contrary, this option is in the name of and for the City of Lyons. Where the name "County" is printed, it shall mean "City".

APR
ENGINEER
COUNTY & CITY DIVISION

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of Two Hundred Fifty———— DOLLARS

($250.00) (of which $35.00 is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated: NO TREES SHALL BE REMOVED, DAMAGED OR ALTERED IN ANY WAY ON PARCEL NO. 3. KNOWN AS 16th STREET. THE EASEMENT ON PARCEL NO 1 SHALL NOT INTERFERE WITH CONSTRUCTION OF A FUTURE RAILROAD SPUR TRACT, DRAINAGE, ENTRANCES OR APPROACHES, OR ANY OTHER ALTERATIONS THAT MAY EFFECT THE SURFACE OF SAID ROAD. ANY DAMAGE DUE TO THE ABOVE ACTIVITIES TO THE ROAD SHALL BE REPAIRED AT THE EXPENSE OF THE GRANTORS HEREIN AT NO TIME, SHALL THE GRANTORS BE REQUIRED TO SEEK A PERMIT FOR ANY CONSTRUCTION ACTIVITY EFFECTING SAID ROAD. In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this 29th day of March, 1946.

Witnesses:

Frieda U. Lueckemann (SEAL)

Fred G. Lueckemann (SEAL)

..... (SEAL)

..... (SEAL)

SCHEDULE OF MOVING WORK

File No. 3292-2

REAL ESTATE OPTION

Grantor D. R. and Dorothy Jamison Mail Address .....

..... Agent .....

Section 12th. Street & 16th. Street (Lyons) ~~County Road~~ City Streets

Purpose Permanent Easement for Slopes Desc. Checked by HDB 2-17-66 100-45-11

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Lyons ~~County~~ a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

Permanent Easement for Slopes over or across the following described parcel, to wit:

The parcel of land lying in the SE¼ of Section 19, Township 9 South, Range 2 East, W. M., Linn County, Oregon, and being a portion of that property described in that certain deed to D. R. and Dorothy Jamison, recorded in Book 290, Page 605 of Linn County Record of Deeds; the said parcel being that portion of said property lying Easterly of a line which is parallel to and 10 feet Westerly of the Westerly line of 16th. Street.

The parcel of land to which this description applies contains 2,140 square feet.

sl/wo

Regardless of statements herein to the contrary, this option is in the name of and for the City of Lyons. Where the name "County" is printed, it shall mean "City".

ENGINEER
COUNTY & CITY DIVISION

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this 15 day of March 19 66

Witnesses:

Freda Allen, 3642 La Ro, La Boca, Calif. — (SEAL)

Leanna L. Curtis, Box 5745, Crenshaw, Calif. — (SEAL)

— (SEAL)

— (SEAL)

SCHEDULE OF MOVING WORK

File No. 39292-B

REAL ESTATE OPTION

Grantor Freres Lumber Co., Inc. Mail Address .....

..... Agent .....

Section 12th. Street & 16th. Street (Lyons) ~~County Road~~ City Streets

Purpose Permanent Easement for Slopes Desc. Checked by HRS 2-17-66 100-45-11

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Lyons ~~County~~, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

Permanent Easement for Slopes over or across the following described parcel, to wit:

A parcel of land lying in the SE¼ of Section 19, Township 9 South, Range 2 East, W. M., Linn County, Oregon, and being a portion of that property described in that certain deed to Freres Lumber Co., Inc., recorded in Book 283, Page 121 of Linn County Record of Deeds; the said parcel being that portion of said property lying Westerly of a line which is parallel to and 10 feet Easterly of the Easterly line of 16th. Street.

The parcel of land to which this description applies contains 1,000 square feet, more or less.

sl/wo

Regardless of statements herein to the contrary, this option is in the name of and for the City of Lyons. Where the name "County" is printed, it shall mean "City".

ENGINEER
COUNTY & CITY DIVISION

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this 30th day of March, 1946.

Witnesses:

Dick Schuetz

Harold Faus

..... (SEAL)

P. L. Faus Est. (SEAL)

..... (SEAL)

Robert Faus Est. (SEAL)

SCHEDULE OF MOVING WORK

RECEIVED
APR 11 1966
FOR FILING

322-1720
6804

April 8, 1966

MISC. CONTRACTS and AGREEMENTS No. 2006

Mrs. Evelyn Mormon
City Recorder
City of Lyons
Lyons, Oregon

Dear Mrs. Mormon:

We are enclosing for your records a fully executed copy of a Finance-Construction Agreement covering 12th and 16th Streets in the City of Lyons.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

3.31-66

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Division

SUBJECT: 1966 Special City Allotment Project
12th and 16th Streets
City of Lyons

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights of way or rights of entry for the above referred to project have been secured.

Dated at Lyons, Oregon, this 31 day of March, 1966.

LYONS CITY COUNCIL

By Kenneth O. Lewis
Mayor

By Evelyn L. Mormon
City Recorder

RECEIVED
APR 5 1966
ENGINEER
COUNTY & CITY DIVISION

RESOLUTION NO. 12
3-26-66

WHEREAS, the STATE OF OREGON, acting by and through its State Highway Commission, has caused to be prepared and submitted to the CITY OF Lyons an agreement providing for the improvement of 12th and 16th streets to the south City Limits within the said City, by the terms of which agreement the State is to pay the costs not to exceed $20,000 and the City is to pay all costs in excess of $20,000 as its share of the total cost of such inprovement; and

WHEREAS, said agreement as submitted has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of Lyons that the Mayor and Recorder are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing resolution was duly adopted by the Council of the City of Lyons on the 26 day of March, 1966

Kenneth O. Lewis
Mayor

ATTEST:

Evelyn L. Norman
Recorder

RECEIVED
APR 5 1966
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

TO: MEMO TO FILES

SUBJECT: R.R. X-ings
Lyons 1966 S.C.A. project (12th & 16th Sts.)

FROM: Richard Unrein

DATE: March 1, 1966

On this date F.B. Klaboe said to terminate 16th street improvement at the south city limits (North boundary of R.R. R/W). He approved of matching the existing A.C. pavement on the 12th street R.R. xing. On the 16th street improvement he was reluctant to terminate at the south city limits, but could not justify extending across tracks with S.C.A. funds.

Ted Litchfield felt that the R.R. would not be happy with terminating 16th street at their North R/W boundary.

Wayne Reed was informed of Klaboe's decision in this matter and will change grade to accommodate.

Richard Unrein
(SIGNATURE)

PLEASE REPLY HERE

NOTED
[illegible] FILE

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 25, 1966

To: Mr. H. S. Cox
County & City Engineer
Building

SUBJECT: 12th Street & 16th Street
(Lyons) Section
City Streets
City of Lyons
Linn County

NOTED
DON HARWELL

Attached you will find four original option forms in quadruplet covering right of way and easements to be acquired in connection with 12th Street & 16th Street (Lyons) Section of City Streets in City of Lyons, Linn County. This contract is scheduled for letting on March 10, 1966.

Enclosed for your information are copies of the Authorization list and Mr. Barbee's letter of February 17, 1966.

We are attaching five prints of map number 10C-45-11 covering this area and bearing our date of February 23, 1966.

File No.	Name	Area
39292-A	Fred A. Lindemann, et ux	4,938 Sq. Ft. P. 1
		1,330 " " P. 2 (Ease.)
		2,450 " " P. 3 "
39292-B	Freres Lumber Company, Inc.	1,000 " " "
39292-C	Henry L. Holzfuss, et ux	1,270 " " "
39292-D	D. R. Jamison, et ux	2,140 " " "

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

MC/jg
Attach: 4 Options, Auth. list,
Mr. Barbee's letter, 5 prints map
cc: R. D. Asburry (1 print)
E. J. Benner (1 print)

RECEIVED
FEB 25 19..
ENGINEER
COUNTY & CITY DIVISION

Form F-383 (Rev.)—SM—1-64

Oregon State Highway Department
CONSTRUCTION DIVISION

Sheet No. 1 of 1

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway City Streets County Linn

Unit Survey Approved

Section 12th. Street and 14th. Street (Lyons) Sta. Sta.

R/W Map No. 16-2-11
Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Pit
39272-1	Fred A.& Flonia J.Lindeman				X	X		X			X	Slope & Drain.				
39292-B	Freres Lumber Co., Inc.				X			X				Slope				
39292-C	Henry L. & Angeline K.Matzfuss				X			X				Slope				
39292-D	D.E.& Dorothy Jones				X			X				Slope				

Submitted R/W Description Engineer Date FEB 17 1966

Approved Assistant Construction Engineer Date

Approved R/W Engineer Date

RECEIVED
FEB 23 1966
FOR FI...

Prefix No. 322-1489

LOCATION PROSPECTUS
12TH STREET AND 16TH STREET SECTION
CITY OF LYONS - LINN COUNTY

HIGHWAY: Twelfth Street and 16th Street from Main Street to the south city limits, city of Lyons. Not on Federal-aid or State system.

TERMINI: The northerly terminus is at the intersection of Main Street with 12th Street and 16th Street. The southerly terminus is at the intersection of the south city limits and 12th Street and 16th Street.

LENGTH: Total length of project is 0.18 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance is not necessary. There are no special drainage problems. Soils investigations will be conducted. The survey need not be tied to the Lambert Grid System. This project is to be constructed with 1966 Special City Allotment funds.

TYPICAL SECTION: The typical section on both streets will consist of two 10-foot travel lanes with 2-foot shoulders.

BASE DESIGN: The tentative base design for construction is:

For 12th Street:

Paving	3-1/2" A.C.
Top Course Base	2 " Leveling
Bottom Course Base	15 " Coarse Crushed
Total Depth	20-1/2"

For 16th Street:

Paving	3" A.C.
Top Course Base	2" Leveling
Bottom Course Base	11" Coarse Crushed
Total Depth	16"

MATERIAL: Adequate quantities available from commercial sources.

ADDITIONAL FACILITIES: There are no railroads or major stream crossings.

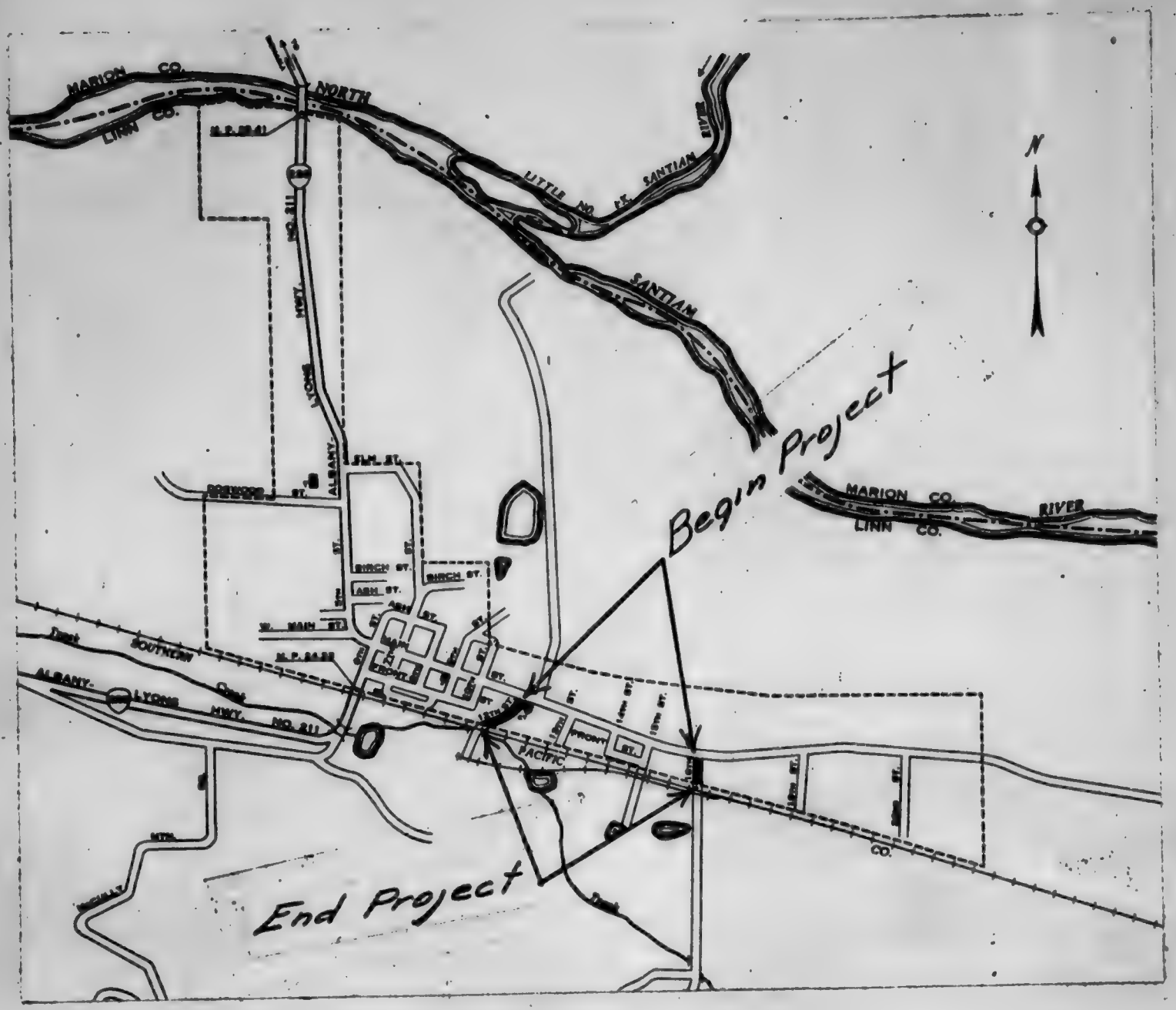
NOTED
R. L PORTER

NOTED
FORREST COOPER

AGREEMENTS: Routine negotiations for Special City Allotment project.

February 8, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F.D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
FEB 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

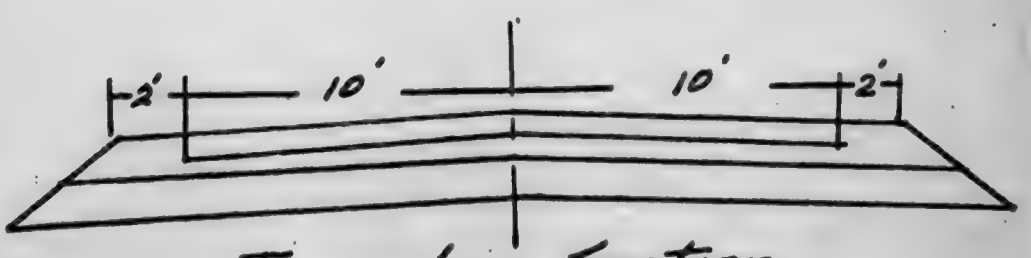


Prospectus Map

12th Street & 16th Street Section

City of Lyons

Linn County

1966

Typical Section

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

RECEIVED FEB 9 1968 FOR FILING

Section 12TH ST. & 16TH ST. Highway CITY OF LYONS County MARION Prefix

Res. Engr. E. J. Hall Approx. Length 0.18 Miles. Sta. to Sta. Date

Truck A.D.T. 43 & 3 Traffic Coefficient 7.3 & 5.8 18 kip s.a. per day 30.1 & 2.1.

Annual Precipitation 40"± Frost Penetration - - - - - -.

(1)
Typical Soil

LL	
PI	
%P 10	
%P200	
%Gravel	
%C Sand	
%F Sand	
%Silt	
%Clay	
"R" Value (Exudate)	

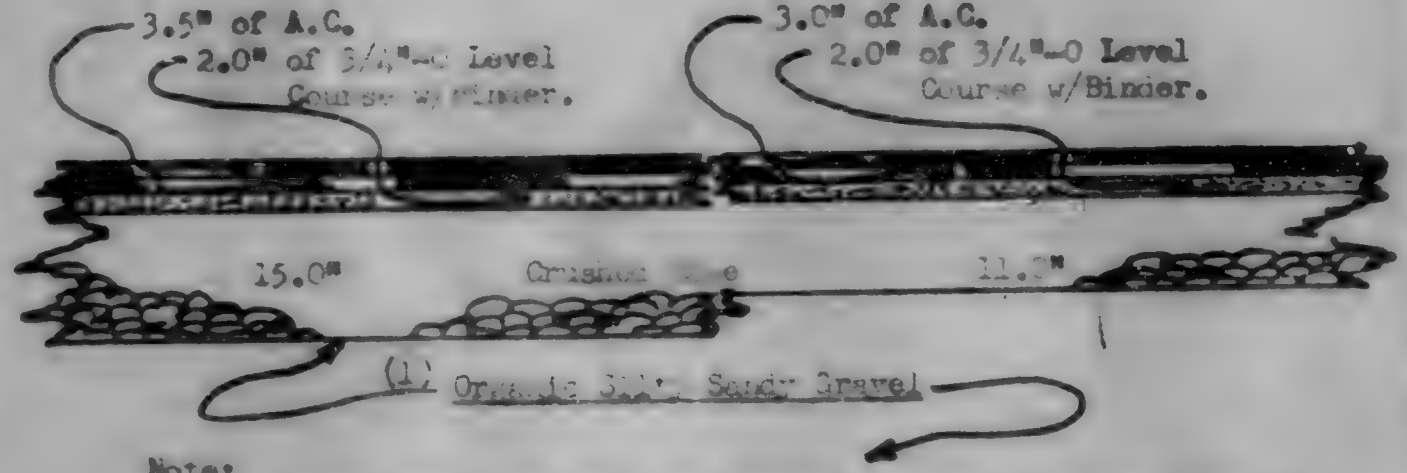
AASHO CLASSIFICATION:

A-1-b

MATERIAL SOURCES:

To be determined by the Engineer.

12th Street



16th Street

	CBE Total Req.	Credit	Actual	Mat'l
12th Street				
		7.0	3.5	A.C.
		2.0	2.0	Level
		15.0	14.1	Crushed Base
16th Street				
		6.0	3.0	A.C.
		2.0	2.0	Level
		11.0	11.1	Crushed Base
	19.0	19.0	16.1	

Note:

The "R" Value selected for design purposes is the result of tests run at natural moisture contents. The natural moisture samples were taken from the subgrade of the existing roadway. Moisture contents of the standard "R" Value tests were about 8% below natural moisture and optimum moisture at maximum density, giving an unrealistically high "R" Value.

Values assigned various components of the pavement structure:

1.0"	of Asphaltic Concrete	=	2.0" of Crushed Base
1.0"	of Oil Mat	=	1.1" of Crushed Base
1.0"	of Stone Subbase	=	0.8" of Crushed Base

(Meet Standard Specs. plus 8% max. (P#200) sieve and min. "R" Value of 70)

Submitted by for Staff Assistant

Recommended by Engineer of Materials

NOTED
F. B. KLABOE

Recommended by for Construction Engineer

Approved by Asst. State Highway Engineer

cc:
Salem
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

SECTION: 12TH & 16TH STREETS

HIGHWAY: CITY OF LYONS

COUNTY. LINN

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

		12th St.	16th St.	
A.	Present ADT	250	100	(Total)
B.	Future ADT	430	170	(Total)
C.	Mean ADT	340	135	$(\frac{A+B}{2})$
D.	Design Period	20	20	Years
E.	No. of Lanes	2	2	
F.	Percent Trucks	25	5	(ADT Basis) (Logging)

G. Trucks (in one direction) $F = \frac{12.5}{2.5}$ x (C) 135 = $\frac{43}{3}$

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) $\frac{43}{3}$ x (H) 100 % = $\frac{43}{3}$

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.664

7.3 = 12th St.

= 5.8 = 16th St.

SECTION: 12TH & 16TH STREETS

HIGHWAY: CITY OF LYONS

COUNTY: LINN

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short project (0.18± mi.) with no PCC in the immediate area. See Items 6 and 12.

Form No. [illegible]

OREGON STATE HIGHWAY DEPARTMENT
AUTHORITY FOR SURVEY

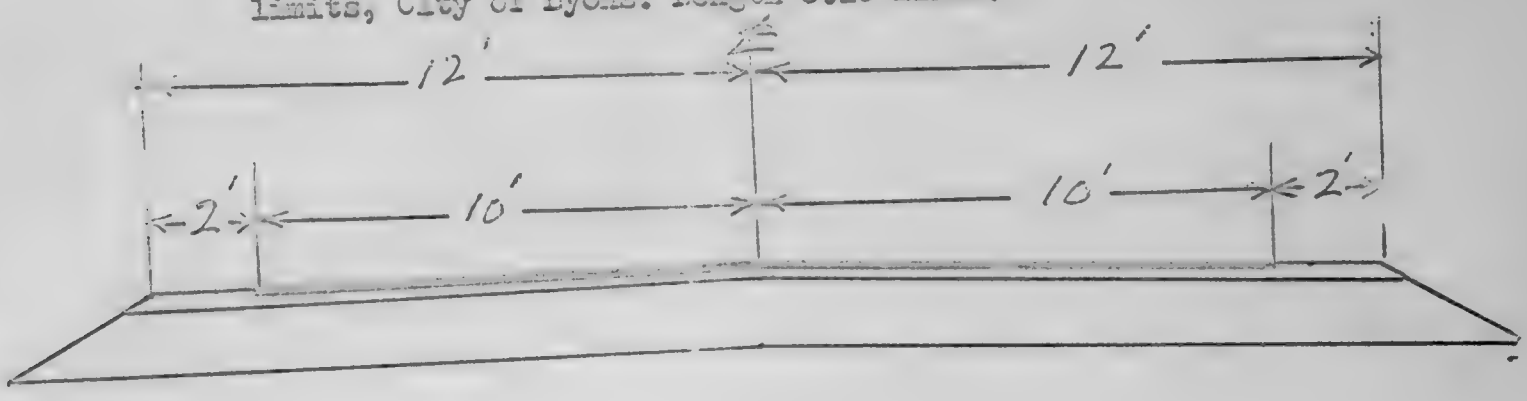
Section Lyons (12th St. & 16th St.) City Streets — Date January 12, 1966

Highway City of Lyon's — Authorization No. 1

County Linn Division 2 — Survey Prefix 322-1489 ✓ (Assigned by Salem office)

Description of termini, route, length, etc.:

12th and 16th Streets from Main Street to the South City limits, City of Lyons. Length 0.18 miles.



Purpose of survey:

Location survey to prepare plans, specifications and estimates for re-construction on existing alignment.

1966 Special City Allotment

Field	(901)
Plans	(905)
Soils	(910)

$500.00
500.00
300.00

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FEB 15 1966
ENGINEER
COUNTY & CITY DIVISION

Estimate of cost:

Total estimated cost of survey	$ 1,300
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: [signature] Field Engineer

Recommended for Approval: [signature] Ass't Construction Engineer

Recommended for Approval: [signature] Division Engineer

Approved: [signature] Ass't State Highway Engineer

State Printing

3-65

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Lyons is an incorporated city of the State of Oregon and has a population of 568 as given by the latest official census; and

WHEREAS, the following streets of said city,

12th Lt.
13th Lt.
16th Lt.

RECEIVED

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Lyons does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Elmer Culbreth as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 3 day of March, 1965.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

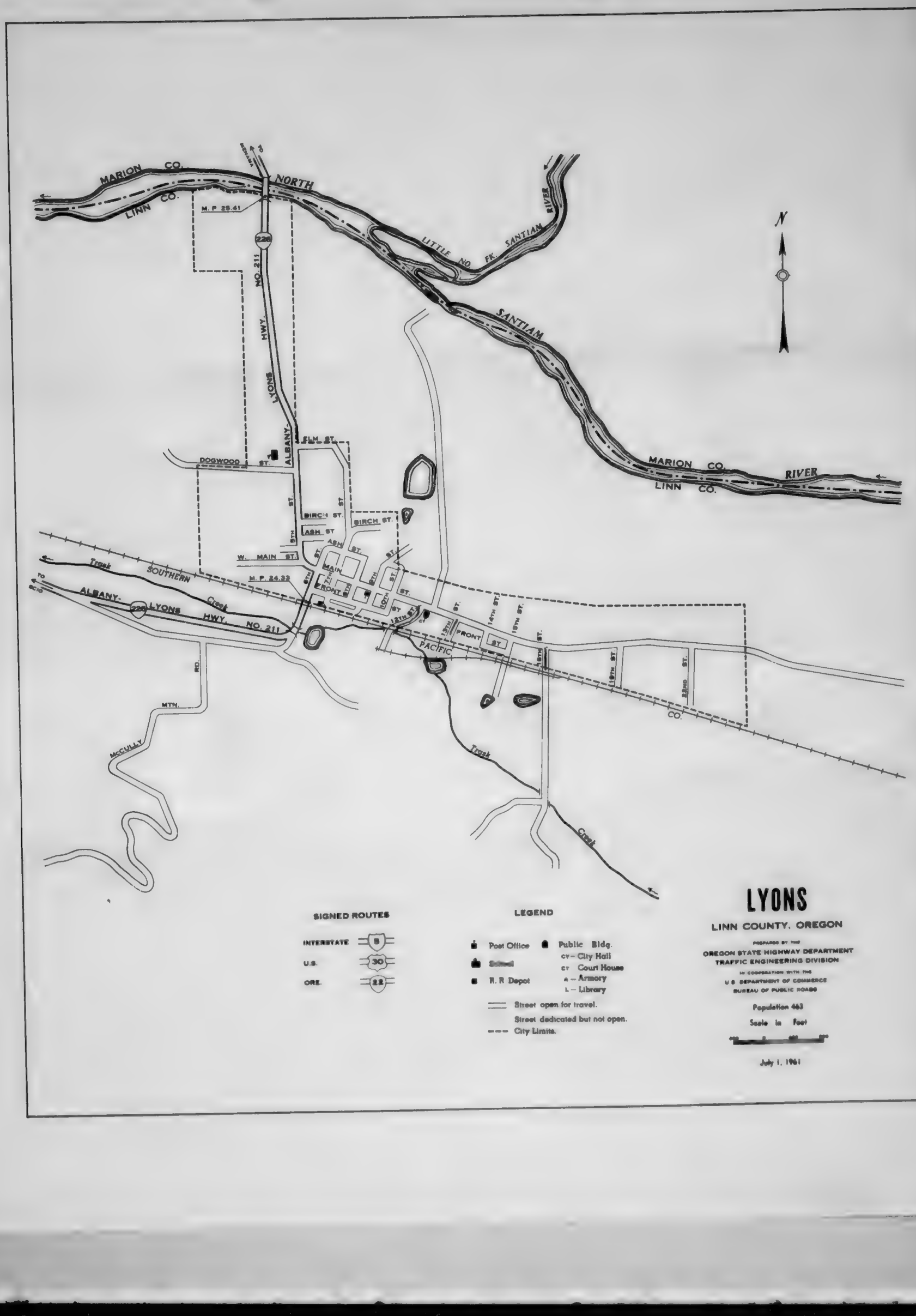
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Lyons at a regular or special meeting of said Council, held on the 3 day of March, 1965, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 5 day of March, 1965.

Evelyn F. Harmon
City Recorder

(cc-50, 1959 Rev.)


MARION CO.
LINN CO.
NORTH
SANTIAM
RIVER
M. P. 25.41
LITTLE NO. FK. SANTIAM
N
226
NO. 211
HWY.
LYONS
ALBANY
ELM ST.
DOGWOOD ST.
BIRCH ST.
ASH ST.
W. MAIN ST.
M. P. 24.32
MAIN
FRONT
PACIFIC
Trask
SOUTHERN
Creek
ALBANY-LYONS HWY. NO. 211
MTN.
McCULLY
RD.
CO.
SIGNED ROUTES
INTERSTATE 5
U.S. 30
ORE. 22
LEGEND
Post Office
Public Bldg.
CV – City Hall
CT Court House
A – Armory
L – Library
R. R Depot
Street open for travel.
Street dedicated but not open.
City Limits.
LYONS
LINN COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 463
Scale in Feet
July 1, 1961

[illegible] anal-laxa Dr. [illegible]
ec., I. [illegible] . [illegible]. [illegible]
anl navium)

RECEIVED
NOV 21 1966
FOR FILING

125-1114
6810

November 18, 1966

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 6810 awarded to Bahler Bros., Inc., for grading and paving on the Antelope Canal-Jack Creek Section of the I. O. N. Highway in Malheur County was completed on August 23, 1966, and accepted by the Highway Commission on November 17, 1966.

Final payment in the amount of $16,766.40 will be released to the contractor after November 28, 1966. The total contract amount is $677,894.07 including $3,538.17 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

gs

cc: Bahler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Mr. James A. Blake
Equitable Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 18 1966
FOR FILING

123-1114
1810

November 17, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 23, 1966, on Contract No. 6810. The contract was with Mahler Bros., Inc. and was for grading and paving on the Antelope Canal-Jack Creek Section of the I.O.H. Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be presented to you for confirmation at the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Antelope Canal-Jack Creek		WEEK ENDING: Septmeber 30, 1966
		SECTION PREFIX: 123-1114
HIGHWAY: I. O. N.		COUNTY: Malheur
NAME OF JOB: Antelope Canal - Jack Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: Babler Bros. Inc.	CONTRACT NUMBER: 6810	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 9, 1966	DATE WORK STARTED: May 2, 1966	ESTIMATED COMPLETION DATE: August 23, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 82
PROJECT AUTHORIZATION: $ 683,568.75	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 55
EXCLUSIVE OF ENGINEERING: $ 656,292.75	ENGINEERING AUTHORIZATION $ 27,276.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 679,849.38	ENGINEERING COST TO DATE $ 22,453.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN ~~XXXXXX~~ 3.6%	PERCENT OF AUTHORIZATION 82 %	DATE PROJECT WAS COMPLETED: Aug. 23, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	~~XXXXXXXX~~ Stone Sub base	Labor and Foreman	
100 %	100 %	100 %	100 % Equipment	100 %	~~XXXXXXXX~~ MATERIALS	~~XXXXXXXX~~ MACADAM	PAVING
			GRADING	SURFACING			
MILES IN PROJECT			11.4	11.4	11.4	11.4	11.4
MILES PARTIALLY COMPLETED			11.4	11.4	11.4	11.4	11.4
MILES COMPLETED			11.4	11.4	11.4	11.4	11.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)			3,300 hr.	9,800 ton	45,000 C.Y.	880 hr.	19,400 ton
TOTAL QUANTITIES CORRECTED TO DATE			7,948 hr.	20,540 ton	70,048 C. Y.	3,319 hr.	35,481 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			7,948 hr.	20,540 ton	70,048 C.Y.	3,319 hr.	35,481ton
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	No report of weather in this area for this week.			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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OCT 3 1966
CONSTRUCTION
DIVISION

Trout
Wells
Litchfield
Olson
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity all week. Contract completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate and supporting data taken to Division Office Tuesday of this week. Material reciept books double checked and returned to Div. office .
John Walker, Ass't. Construction Engineer and Ken Berg, Ass't. Field Testing Engineer were in this office Thursday.

This will be final report on this project.

RECEIVED
WISCONSIN STATE HIGHWAY DEPT.
BRIDGE DIVISION
OCT 7 - 1966
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

SIGNED P. J. Summett LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Form No. E-372-P5M—7-63

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Antelope Canal-Jack Creek Date July 29, 1966

Highway ION Contract No. 6810

County Wasco Kind of Work Grading & Paving Contractor Babler Bros., Inc.

Contract Amount $ 339,650.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
See Attached Tabulation			$317,549.00
Minor items, unitemized algebraic total			00
Subtotal			$ 317,549.00
Approved work orders (Price, extra work and state force orders)			$ 1,000.00
Expected over-runs and under-runs in work orders:			Amount
Major items, itemized: E.W.O. #1 Flagging (overrun)			+ $1,000.00
Minor items, unitemized algebraic total			00
Subtotal			$ 1,000.00
Authorization for engineering			$ 27,276.00
Expected ~~over-run or~~ under-run of engineering authorization			$ 3,206.25
Costs not included above (explain) Proposed Signing			$ 300.00
Allowance for future contingencies (0 % of work remaining)			$ 00
Credits to come from transfers and deductions			$
Present estimate of project cost			$ 683,568.75

Brief Statement of principal causes of over-run: The original authorization for this project was for 6.0 miles grading and paving. Has been extended and additional 5.4 miles making a total of 11.4 miles. Also on the original 6.0 miles considerably more solid rock excavation encountered than originally estimated.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 383,568.75
Present estimate of project cost	$ 683,568.75
Expected over-run (Amount)	$ 300,000.00
Expected over-run (percent)	78.2%

Space to right of this line is for use of Salem office.

Submitted by: [signature] Resident Engineer

Confirmed by: [signature] Division Engineer

Noted by: [signature] Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 52181

ANTELOPE CANAL - JACK CREEK
Grading & Paving Cont. 6810
Tabulation of Major Overrun
and Underruns

Item No.	Item	Quantity	Unit Price	Amount	Original Amaount	Difference
1.	Trench Excavation	120 Cu. Yd.	4.00	480.00	1,080.00	-600.00
2.	Watering	5,000 M Gal.	3.00	15,000.00	6,600.00	+8,400.00
3.	Moving Costs	All	Lump Sum	3,000.00	3,000.00	00
4.	Motor Grader	510 Hour	17.00	8,670.00	7,140.00	+1,530.00
5.	Tractor 75 HP	690 Hour	16.00	11,040.00	4,800.00	+6,240.00
6.	Tr actor 220 Net HP	1,166 Hour	28.00	32,648.00	11,760.00	+20,888.00
7.	Ripper Attachment	292 Hour	3.00	876.00	360.00	+ 516.00
8.	Scraper	730 Hour	20.00	14,600.00	12,800.00	+ 1,800.00
9.	Loader	978 Hour	25.00	24,450.00	6,500.00	+17,950.00
10.	Dump Truck	2,617 Hour	14.00	46,638.00	8,960.00	+27,678.00
11.	Drill, Track Mounted w/compressor	812 Hour	40.00	32,480.00	10,400.00	+22,080.00
12	Air Compbessor	56 Hour	10.00	560.00	1,200.00	- 640.00
13.	Jackhammer	56 Hour	10.00	560.00	1,200.00	- 640.00
14.	Foreman	570 Hour	10.00	5,700.00	2,200.00	+ 3,500.00
15.	Laborers	2,676 Hour	6.25	16,725.00	4,125.00	+12,600.00
16.	Explosives, Dynamite	13,200 lbs..	0.55	7,260.00	5,950.00	+ 2,310.00
17.	Explosives, Amm. Nitrate	18 ton	175.00	3,150.00	4,900.00	- 1,750.00
18.00	Stone Subbase	40,160 Cu. Yd.	1.15	46,184.00	51,750.00	+34,664.00
18 a	Stone Subbase(Extension)	29,800 Cu. Yd.	1.35	40,230.00		
19	3/4"-0 Matl in Stone Levelling Course	11,700 ton	2.75	32,175.00	26,950.00	+22,925.00
19 a	3/4"-0 Matl in Stone Lev.Course(Extension)	6,000 ton	2.95	17,700.00		
20.	RS-1 Asphalt in Tack Coat	16 ton	65.00	1,040.00	520.00	+ 520.00
21.	Class "B" Asphalt Conc. Mixture	18,530 ton	5.40	100,062.00	104,760.00	+89,092.00
21 a	Class "B" Asphalt Conc. Mixture (Extension)	16,600 ton	5.65	93,790.00		
22	Asphalt Cement in Mix.	1,925 ton	42.00	80,850.00	44,520.00	+36,330.00
23	Class "A" Concrete	45 cu.yd.	110.00	4,950.00	2,200.00	+ 2,750.00
24	Metal Reinforcement	5,000 lbs.	0.50	2,500.00	945.00	+ 1,555.00
25	12" culvert pipe	32 lin. ft.	4.00	128.00	640.00	- 512.00
~~26x~~	~~[illegible] Pipe~~	~~[illegible]~~		~~[illegible]~~	~~[illegible]~~	
26	18" Culvert Pipe	826 lin. ft.	5.00	4,130.00	,3,350.00	+ 780.00
27	24" Culvert Pipe	372 lin. ft.	7.00	2,604.00	1,120.00	+ 1,484.00
28.	36" Culvert Pipe	66 lin. ft.	14.00	924.00	840.00	+ 84.00
29	48" Culvert Pipe	80 lin. ft.	25.00	2,000.00	1,650.00	+ 350.00
30.	18" Culvert End Sections	26 Each	43.00	1,118.00	1,118.00	CO
31	24" Culvert End Sections	5 Each	55.00	275.00	330.00	- 55.00
32	36" Culvert End Sections	0	0	0	300.00	- 300.00
33	Extra for A.C. Approaches	25 Each	50.00	1,250.00	750.00	+ 500.00
34	Guide Posts W-2 Way	270 Each	10.00	2,700.00	1,500.00	+ 1,200.00
35	Guard Rail	2,100 lin. Ft.	4.00	8,400.00	4,400.00	+ 4,000.00
36	Rail End Pieces	44 Each	8.00	352.00	32.00	+ 320.00
		TOTALS		657,199.00	339,650.00	+317,549.00

Total Overrun Bid Items $317,549.00

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JUL 22 1966
FOR FILING

123-1114

6810

Salem, Oregon 97310
July 21, 1966

Mr. F. D. Morgan
Construction Engineer
BUILDING

Antelope Canal-Jack Creek
Section, I.O.N. Highway
Contract No. 6810

861 K

I am returning a request for overrun of project authorization on this job. This is one of the projects that was approved by the Commission at its last meeting.

I do note, however, that the request is in the amount of $339,085.25; whereas the Commission approved only the sum of $300,000. If it becomes necessary to overrun the original project authorization plus $300,000, a second request to the Commission will be in order.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Encs.

cc: Mr. L. N. Young

FORM E-20 80M 2-65 SP*6470-734

Routing

Morgan | Docker | Bond | Clark | Green | Peters | Moreland | Trout | Scott | Wills | Litchfield | Olsen

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JUN 1966
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1966

SUBJECT: Overrun of Project Authorization
Antelope Canal-Jack Creek Section
I.O.N. Highway
Contract No. 6810

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Attached is a report on an expected overrun of project authorization on the subject contract. This project for grading and paving is under contract to Babler Bros. Inc. of Portland. The original project authorization was $383,568.75. The present anticipated cost if $422,634.00, indicating an overrun of $39,065.25 or 10.2 percent.

This overrun was caused by an overrun in the equipment rental items on this project. The item for a track mounted drill overran the contract amount by $21,000, dump trucks by $20,000, loader by $13,000 and a tractor by $10,000. These overruns were required by the presence of much more solid rock excavation than had been anticipated.

As per your verbal instructions the project is being constructed in conformance to the original plans. This requires the above mentioned additional authorization.

It is recommended that the project authorization be increased by $39,065.25.

A rough draft of a letter to the Highway Commission is attached.

RECEIVED
JUN 1966
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:rw
Attach.
cc: L. H. Young

RECEIVED
JUL 5 1966
FOR FILING

12E-1114

6810

July 5, 1966

821

Mr. Raymond L. Foster
2310 Jean Street
Boise, Idaho

Dear Mr. Foster:

Reply is made to your letter of June 13 regarding windshield damage which occurred on April 20, 1966.

Resident Engineer P. F. Burnett, State Highway Department, Ontario, Oregon, has been advised of this complaint and your submission of the facts of windshield damage to California Trucking Service, Inc. Mr. Burnett has been directed to advise the contractor of your action and that you have not received acknowledgement from the contractor.

We trust this action will result in consideration of your claim.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. F. Parson
P. F. Burnett (Enc.)

FDM:bjm srb

FORM E-00 8CM 5-65 EP*54279-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
June 28, 1966

SUBJECT: Assignment No. 491-P
Windshield Damage
Raymond L. Foster

To:

Mr. F. D. Morgan
Construction Engineer
Salem

ATTENTION Mr. E. A. Pease

Reference is made to Assignment 491-P. Attached hereto is a copy of a report from the resident engineer on the project and it is apparently possible that Mr. Foster did sustain windshield damage in his travels through the project.

By a copy of this letter, we are instructing Resident Engineer Burnett to advise the contractor of Mr. Foster's complaint and the fact that Mr. Foster has not received any acknowledgment from the contractor concerning his complaint.

A. F. Parson
Division Engineer

By Alfred Shirley Jr.

Alfred Shirley, Jr.
Assistant Division Engineer

AS:sp

Enc.

CC: Mr. P. F. Burnett

Routing

1 Morgan FM	Pease E
Decker	Moreland
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
JUN 30 1966
CONSTRUCTION
DIVISION

FORM E-20X REV 2-63 40000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
June 23, 1966

To:

SUBJECT: Assignment 821-FBK
Windshield damage complaint
Raymaond L. Foster

A. F. Parson
Division Engineer

Att: D. W. Greene, Office Engineer

In reply to your letter of June 22, 1966 re windshield damage complaint by Raymond L. Foster, wish to advise the following:

During the course of construction of Stone Subbase and 3/4"-0 levelling material there was a certain amount of material on roadway and a number of windshields were broken.

There was a truck foreman on project who did a pretty good job of controlling speed of trucks - in fact several truckers were fired for speeding.

This truck foreman also took care of complaints of motorists who had windshields damaged and I'm sure if Mr. Foster had taken the time and trouble to make out complaint while on project his windshield would have been replaced.

It is doubtful if CTS would turn complaint of this nature in to their insurance company.

P. F. Burnett

P. F. Burnett
Resident Engineer

3630
Jun 15

REFERRED TO
admin
BY

2310 Jean St.
Boise, Idaho
June 13, 1966

Klaboe

Oregon State Highway Dept.
State Highway Bldg.
Salem, Oregon

Gentlemen:

You will note from the enclosed copy of letter directed to the Cal. Trucking Service on May 3, last, I have outlined my grievances relative to a situation that occurred on April 28th, last. As of this date I have not had any response to my communication.

I feel that in the interest of safety and courtesy that your office should be advised of the situation and in the hopes that the firm may take the proper precautions in apprising their employees of the safety measures they should take in connection with their work.

I directed the attached estimate along with the communication to give them some idea as to how much it will cost to replace the windshield.

I trust that I may not have inconvenienced you too much in calling the matter to your attention.

Routing
Mar
Docker
Bond
Barbee
Walker
Cram
S

RECEIVED

Very truly yours,
Raymond L. Foster
Raymond L. Foster

RECEIVED
JUN 15 1966
OREGON
STATE HIGHWAY COMMISSION

2310 Jean St.
Boise, Idaho
May 3, 1966.

11-6 Marshall

TRUCKING
Cal. Trucking Service
% Bahler Bros.
Grants Pass, Oregon

Gentlemen:

I have been advised that your firm are doing the gravel hauling covering the repairs being made to sections of highway 95 in the Rome, Oregon area.

I was returning to Boise, Idaho via highway 95 on the morning of April 28th, 1966 when I encountered some trouble on the Rome Hill, just as I reached the crest of the hill. I was travelling at about the rate of 15 to 20 miles per hour in my car when I was being approached by a gravel truck loaded with gravel. I would judge the truck was making around 35 to 40 miles per hour on a road that had recently been covered with gravel. Before I got along side of the truck my car was being pelted with stones, picked up by the truck as it was making its haste down the road. The windshield of my car bore the brunt of the impact with stones, there being some half dozen or more pits on the glass. As time develops these pits will no doubt bring out other defects in the glass. This trouble occurred at approximately 10:AM of the above mentioned date.

I progressed about a mile or so and encountered a flagman and advised him of the situation. He gave me the information as to whom I should contact relative to the situation.

I had been observing the signs all along the highway, relative to driving slowly etc., yet to my amazement here was a company employee failing to comply with due diligence that which was expected of the motorist under like conditions.

I feel that I should be compensated for what costs it will take to replace the windshield. I made contact with a local glass company in Boise and they gave me a bid of $66.22. My car is a 1964 Dynamic 88 Oldsmobile, four door sedan.

I trust that I may be hearing from you relative to the matter during the next few days.

Very truly yours

Raymond L. Foster

RECEIVED
MAY 15 1966
OREGON
STATE HIGHWAY COMMISSION

RISK OF LEAKAGE, BREAKAGE, DAMAGE OR LOS

INVOICE

OUR RESPONSIBILITY CEASES UPON OBTAINING CARRIER'S RECEIPT FOR SHIPMENT IN GOOD CONDITION

INTERMOUNTAIN GLASS COMPANY

Glass • Paint • Wallpaper • Brushes • Paint Sundries

1417 MAIN STREET : P. O. BOX 7434 : PHONE 342-0322 : BOISE, IDAHO 83707

SOLD TO

DATE May 2, 1966

Raymond L. Foster
2310 Jean
Boise, Idaho

ALL CLAIMS MUST BE MADE WITHIN FIVE DAYS AFTER RECEIPT OF GOODS. DO NOT RETURN GOODS UNTIL AUTHORIZED BY US

TERMS CASH: INTEREST AFTER SIXTY DAYS AT THE RATE OF 6% PER ANNUM

ESTIMATE ONLY

REQ. NO.	YOUR NO.	TERMS	VIA	F. O. B.

1 lt. W-631 Sunshade	49.73	
Sales Tax	1.49	
Install in 1964 olds 88 4-dr sedan	15.00	
		$66.22

FORM S-120

RECEIVED
MAY 10 1966

COMMISSIONERS
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

123 - 1111
6410

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 9, 1966

Bahler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 6410 for the following project:

Grading and paving the Antelope Canal-Jack Creek Section of the I. O. N. Highway in Malheur County.

This award was based on your bid of $339,650.00 which was submitted to the Commission on April 28, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

3

~~C & A 3010~~

C & A 3011

C & A 3012

KR-630

A & R-447

RECEIVED
FEB 15 1972
FOR FILING

124-1116
6811

4C
1-11-72

January 12, 1972

Rev. Dale D. Moore
First Christian Church
Corner First and Park
Silverton, Oregon 97381

453

Dear Mr. Moore:

In the early part of December you wrote to Mr. R. L. Porter calling attention to difficulties that you were encountering with the sewer outlet from the First Christian Church.

You also mentioned that it was the opinion of the plumber who made the repairs that the damage had been caused by the contractor who had worked on that section of the highway on First Street.

This matter was considered by the Highway Commission at its meeting January 11, 1972, and the Commission approved payment of your claim in the amount of $279.68. A check will be forwarded to you in the near future.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:flm
cc George Baldwin
Tom Edwards
A. E. Johnson
Gary L. Sund
V. E. Skoog
F. D. Morgan
J. B. Boyd

December 21, 1971

Dale D. Moore, Pastor
First Christian Church
Corner First and Park
Silverton, Oregon 97381

Dear Reverend Moore:

We have made an investigation of the sewer problem outlined in your letter of December 6. This investigation does not reveal anything to indicate improper procedures on the part of State employees or contractors; however, this agency recognizes that the contractor did operate equipment in the area and due to circumstances, it is difficult to ascertain just who might be responsible.

We will recommend to the Highway Commission that you be reimbursed for the expenses incurred in correcting your sewer problem. This matter will have the Commission's attention at its meeting on January 11 and you will be advised of their action immediately thereafter.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
F. D. Morgan
J. B. Boyd

EAP:fr kw

Assignment No. 453 AEJ

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1971

SUBJECT:

To: Mr. A. E. Johnson
Asst. State Highway Engineer
BUILDING

The Region has made an investigation of the complaint of the First Christian Church of Silverton regarding an alleged sewer breakage at their Church. The Region advises that although it is somewhat difficult to tell the exact cause of the failure of the sewer pipe, in all probability, it was due to the contractor's operation during the construction of the Mt. Angel-Silverton project which was completed November of 1966. The Region advises that they have had several other related cases on this Section and repairs were made by State Forces.

It is the recommendation of the Region and concurred in by this Section that the Highway Division reimburse the First Christian Church in the amount of $279.68 as per the billing from the Plumbing Company which made the repairs. A print of the Mt. Angel-Silverton Section is attached for your information. If payment is recommended by the Administration, it will require action by the Highway Commission. Attached are rough draft letters to the First Christian Church and the Highway Commission.

It might be noted that this claim is quite similar to that one filed by Mrs. Eva M. Barnes of Pendleton and for which the Commission approved payment at their September 7, 1971 meeting.

F. D. Morgan
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:fr

Attach.

RECEIVED
DEC 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FIRST CHRISTIAN CHURCH

SILVERTON, OREGON

DALE D. MOORE, Pastor

CHURCH OFFICE
Corner First and Park
Phone 873-6620

PASTOR'S HOME
234 Eureka
Phone 873-5828

December 6, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Porter:

Since the new highway was completed on First Street in Silverton, we have had problems with our sewer line draining. We have tried cleaning the line when it would plug up and back up to the sidewalk or to the building. The other day it was so bad that we hired Mid Cities Plumbing to get a permit to go through the highway and solve our problem. We found two things wrong:

1. There were some small rocks lodged in the line which had been put down the inspection hole in the sidewalk that was not capped until sometime after the project was completed. I think that's our fault, from what I've been told.

2. However, the second problem is the reason for this letter. The reason the rocks were lodged is that the pipe had apparently been broken by the contractor that put in the storm drain for the new highway. The transite pipe of our line had been cut into three pieces in a ten foot distance. There were no couplings or cement around the breaks and the line drained two inches per foot towards the church.

It was the opinion of the plumber that the storm drain contractor was responsible for the problem. (Inclosed find his itemized bill and statement.)

Will you please review this matter and inform us of your feelings or decision. We will accept your conclusion either way you may decide. The bill has been paid. I pass this on for your information and consideration at the request of the trustees who talked with the plumber.

Respectfully,

Dale D. Moore

RECEIVED
DEC 8 1971
CONSTRUCTION
DIVISION

RECEIVED
DEC 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MID CITIES PLUMBING
P. O. Box 495
Silverton, Oregon 97381
Phone: 873-6329

Date Nov 27 1971

To First Christian Church

Address 402 N. 1st St.

City Silverton, Ore.

11-20-71 Check out and Clean out Sewer Line From Church to Street. (6 hrs.)	
11-27-71 Dig up Street in Front of Church - Cleaned Rocks + Gravel From Sewer Line. Align + Straighten out Sewer Line (16 hrs) (2 men)	
Compressor - 1 day	$ 38.00
Back Hoe - (Minimum)	30.00
Black Top for Street	60.00
22 hrs. Labor @ $8.00 special rate	176.00
	$ 304.00
Less 8% Church discount	24.32
	279.68

Rediform 8K 882 Thank you

STATEMENT

(over)

(NOTE)

(1) Sewer line was broken by (or) Contractor who put in storm dran

(2) Transite pipe was cut in three peices in 10' length. - No Couplings or Cement around breaks - Line drained 2" per foot towards chunk

In my judgement the storm dran contractor should be responsible for this damage.

C. R. Patterson

RECEIVED
DEC 23 1971
FOR FILING

124-1116
6811

December 21, 1971

Oregon State Highway Commission

Gentlemen:

The First Christian Church of Silverton has presented us with a claim for $279.68 which represents repair costs to their sewer which allegedly was caused by our contractor on the Mt. Angel-Silverton project.

We have investigated this matter and cannot positively identify the responsibility; however, the contractor did work in this vicinity and it is impossible to say that he did or did not cause the damage.

The contract is completed and the contractor released. Because of the uncertainty of the situation, I recommend that the First Christian Church be reimbursed for their expenses incurred in the amount claimed.

This matter will be on the agenda for your consideration at the January 11 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
V. E. Skoog
L. H. Young
F.DD. Morgan
J. B. Boyd

EAP:fr

RECEIVED
SEP 1 - 1970
FOR FILING

124-1116
6811

Salem, Oregon
July 8, 1970

Agenda Item 40
July 7 Commission meeting

RAILROAD COMPANIES
FILE No. 630

39195-

Mr. F. D. Morgan
Construction Engineer

Attention: T. W. Litchfield
Railroad and Utility Engineer

Attached for further handling are two copies of an easement from Southern Pacific Transportation Company granting the State the right to construct connections to two county roads as required by the construction of the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway.

We have retained a conformed copy of this easement until a fully executed original is returned to us.

Floyd Query, Secretary

fkn
Att.

RECEIVED
JUL 3 - 1970
FOR FILING

124-1116
6811

July 3, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the July 7 meeting an easement from the Southern Pacific Transportation Company granting the State the right to construct connections to two county roads as required by the construction of the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway.

The project has been completed, the access points have been constructed, and execution of this easement is a record procedure which has been held up until access control problems were worked out with the Railroad. This will result in no additional cost to the State.

All the various questions between the Railroad and the State have been resolved and this easement may now be executed. I recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
R. D. Asburry

TWL:ss fn

jmf

RECEIVED
OCT 22 1968

FOR FILE
124-1116
6811

D-340

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. A. NELSON
VICE PRESIDENT AND GENERAL AUDITOR
C. M. BILL
ASSISTANT GENERAL AUDITOR
E. C. HOLLINGER
ASSISTANT GENERAL AUDITOR
C. A. ALLEN
AUDITOR OF REVENUE ACCOUNTS
H. F. FRANK
INTERNAL AUDITOR
C. S. GROVE
MANAGER, PAY ROLL AND MISCELLANEOUS SERVICES
G. P. LINDQUIST
MANAGER, EQUIPMENT AND MISCELLANEOUS ACCOUNTING
R. E. McCARTY
INCOME TAX AUDITOR
D. L. PRAEGER
AUDITOR OF DISBURSEMENTS

IN REPLY PLEASE REFER TO
EBK 220-113

OCT 1[illegible]3

Mr. Forrest Cooper
State Highway Engineer
Oregon Highway Dept.
Salem, Oregon

Attn: Mr. Ivan Merchant
Asst. State Highway Engr. - Bridges

Dear Sir:

Refers to our bill No. 401006, forwarded March 13, 1967, to cover cost of labor and materials furnished in connection with construction of Hillsboro - Silverton Highway at Mt. Angel - Silverton, Oregon in accordance with the terms of Document Audit No. 125120.

To date our records indicate a balance due of $75.38. Please advise when we may expect payment to be forwarded to P. O. Box 3809, San Francisco, California 94120.

Yours truly,

G. P. LINDQUIST

Orig & Merchant
10-21-68

RECEIVED
OCT 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

RECEIVED
JUN 21 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

124-1116
6811

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 20, 1968

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Release of Property Rights
Right of Way File 38195
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County
Contract No. 6811
YOUR FILE: 911/323
0-PD-64-13

Gentlemen:

This is in reply to your letter of May 24, 1968, wherein you request current status of our handling of the release of the Torresdals' and the Wavras' rights to cross your right of way.

I have been advised that Mr. Poepping, who is the contract purchaser of the Torresdal property, has refused to execute the release of crossing rights until the fence along your right of way is actually installed by your forces.

In Mr. Kilborn's letter to Mr. Poepping dated January 31, 1968, he indicated that the railroad agreed to clear brush and other obstacles from the boundary and to furnish all necessary fence materials in return for Mr. Poepping's agreement to erect the fence. The clearing was deferred until the ground dried up enough to permit using a blade equipped tractor to bulldoze the brush. I have checked with your Portland Office, and this work is to be done in the near future.

However, final settlement of this matter may be delayed in light of Mr. Kilborn's letter to the undersigned dated June 3, 1968, concerning Parcel No. 6 of the above-captioned file. A copy of my answer to Mr. Kilborn's letter is attached for your information.

RECEIVED
JUN 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Enclosure

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: Southern Pacific Company - Portland
F. B. Klaboe (w/copy of SPRR letters
G. E. Rohde dated 5-24-68 & 11-2-67)
D. H. Moehring "
C. E. Smith "
L. C. Grothous "
R. D. Asburry "
E. J. Hall (w/copies of SP letters)
F. W. Sugnet "

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

May 24, 1968

IN REPLY PLEASE REFER TO

911/323
O-PD-64-19

Mr.F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Reference is made to my letter of November 2, concerning property matters in connection with the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway.

What please, is the current status of your handling with the Torresdals and the Wavras for the release of their rights to cross Southern Pacific Company's right of way?

It appears the above mentioned matter is the only detail yet to be resolved in order to consummate the property conveyance and we hope this transaction can be brought to a conclusion in the near future so that we might enjoy the benefit of the agreed upon consideration, $15,610. As you know, State has occupied the property for nearly two years now, under the terms of our June 29, 1966 right of entry letter.

Yours very truly,

A. M. Williamson

Routing

Morgan
Decker
Bond
Barbee
Walker
Olson
Swan

Pass E
Hazelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
[illegible] 1968
CONSTRUCTION
DIVISION

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
E. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

November 2, 1967

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Peasc E
Morelock
Trout
Scott
Wills
Litchfield F
Olsen

RECEIVED
NOV 6 1967
CONSTRUCTION
DIVISION

IN REPLY PLEASE REFER TO
911/323
0-Pd-64-19

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield, Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter of July 24, your Right of Way File 38195 in connection with the Mt. Angel - Silverton Section of the Hillsboro-Silverton Highway.

Your proposal for handling access to our facilities at the locations as described in Items 1. 2, 4, 5, and 6 appear satisfactory from Railroad standpoint. With regard to Item 3, we offer the following comments:

As requested previously, and as you now indicate is satisfactory, access should be provided at E.S. 153+60 the location of the existing crossing. With regard to the two non-existent crossings, our legal staff is of the opinion that the deed from Hook would be construed by the Oregon courts to create crossing easements appurtenant to the property owned by Hook at that time, and that both Torresdal and Wavra had the same right to cross our right of way as Hook had.

Since Wavra no longer owns land abutting our right of way, his easement rights are limited. He can cross Southern Pacific Company's right of way only if he has access to a crossing from the state highway. Torresdal still abuts Southern Pacific Company's right of way along the other side. He probably has a right to the two presently non-existent crossings mentioned in the Hook deed, since an easement right can not be extinguished by non-use unless there is a clear expression of an intent to abandon the right. The State has also acquired Hook's right to cross Southern Pacific Company's right of way by acquiring the strip of land adjacent to the right of way from Wavra.

If the Southern Pacific Company is to be properly protected in the subject access relinguishment matter, believe we should receive acknowledged releases or quitclaim deeds from the Torresdals, the Wavras, and the State of their easement rights in our right of way at the two presently non-existent locations.

If the above meets with your approval would appreciate your arranging to secure and furnish us these releases, after which we will then be in a position to complete the proposed property conveyance.

Yours very truly,

H. W. Williamson Jr.

Copies to JL Sollis
DH Moehring

FORM
JUN 18 1968

FOR FILE
124-1116
6811

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1968

To: T. W. Litchfield
UTILITIES LIAISON ENGINEER

Office

SUBJECT: File R-38195
Southern Pacific Company
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway

With reference to my letter of June 7, 1968, concerning Southern Pacific's request that we allow a reservation in their deed to us on parcel No. 6 of the above file which would allow them to establish a grade crossing of the highway at some future date, I have received instructions from Mr. Klaboe that we should proceed to acquire fee simple title without any reservations in favor of the railroad.

Inasmuch as we already have a permit of entry which allows us to condemn if we cannot reach agreement with the railroad, we do not have any problems if the railroad will not agree to this procedure.

In case it becomes necessary to condemn the property, please so advise me.

JACK L. SOLLIS
Utilities & Railroad
Attorney

JLS:lf

cc: R. L. Porter
F. B. Klaboe
G. E. Rohde
Frank McKinney

RECEIVED
JUN 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JUN [illegible] 1968

FOR FILING

124-1116
6811

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
June 7, 1968

SUBJECT: File No. R-38195
Southern Pacific Company
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

Building

Attached is a copy of a letter from Southern Pacific Company relating to the conveyance of some property on the above section of highway. As you will note they are requesting that we approve a reservation in the deed from the railroad company to the State Highway Department that at some future time they can construct a grade crossing at a specified location so that they won't have to be faced with the possibility of a grade separation structure.

To begin with I do not feel that we should commit ourselves to agreeing to a grade separation structure and secondly the determination of whether or not it should be a grade crossing or a separation crossing is up to the Public Utility Commissioner.

It would appear that because of the Halsey hearing they are attempting to have us commit ourselves in advance to a grade crossing so that we would not be able to request anything different from the Public Utility Commissioner when they make an application for a grade crossing.

I feel that this matter should be discussed at some length before we make a reply inasmuch as a decision to allow this reservation would certainly set a precedent that could have many adverse ramifications in the future.

Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS/bdr
cc: Frank Morgan
Ted Litchfield
R. L. Porter

"Sollis - please proceed toward getting fee simple title without any strings attached"

s/F. B. Klaboe

cc Morgan
Litchfield

RECEIVED
JUN 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

June 3, 1968

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JUN 1968
CONSTRUCTION
DIVISION

IN REPLY PLEASE REFER TO
GMO-62578
O-PD-64-19

Peay
Morel
Trout
Scott
Wills
Litchfield
Olson

Mr. F.D. Morgan
Construction Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. T.W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to previous correspondence relative to acquisition of right-of-way, your file 38195, in connection with Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway.

In checking the proposed draft of warranty deed, note that there has been no reservation made in connection with Parcel No. 6 which was shown on Oregon Division Drawing PC-37 as being 120 ft. parcel of property across Southern Pacific Company's wye track connection to industrial area. In our original discussions this parcel was to contain a reservation permitting the construction of a future industry or drill track, as shown on the above referred to drawing.

We have had some inquiry as to trackage to serve this industrial property and recommend that a reservation be included in the warranty deed as originally discussed permitting railroad to construct when and if an industry desires trackage across this state highway. This, of course, will be handled with public bodies who have jurisdiction over these matters for the final construction.

The original intent was for a grade crossing and we certainly do not want to be faced with a grade separation at this location at some future date since the property was going to be deeded to the State on the assumption that it would be a grade crossing.

Yours truly,

A W Kilborn

Copy to Sells

RECEIVED
JUL 31 1967
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible]
VASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 24, 1967

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

Re: Relinquishment of Access Rights
Right of Way File 38195
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County
YOUR FILE - 911/323
0-PD-64-19

Gentlemen:

Your letter of April 13, 1967, to the attention of Mr. Earl F. Saling, our Right of Way Office Manager, has been referred to me for reply. We have reviewed the various locations mentioned in your letter in the field, and have the following comments to make with regard to their being constructed as you request.

(1) The accesses opposite Stations 119+50 and 125+50 have been constructed

(2) You requested access opposite Station 135 to maintain a 6 x 6 wooden box culvert under your tracks. We suggest that this access be allowed opposite Station 131± since it affords better sight distance and the construction is much less difficult. This will provide access to your right of way approximately 400 feet north of the box culvert.

(3) Here you mentioned that as a condition of the deed from Talbert Hook and John Hook to the Oregonian Railway Company, recorded November 27, 1880, in Book 26, Page 155, of the Official Records of Marion County, three crossings of the track are to be provided at the points designated by the Hooks.

Originally the Hooks owned all the property on either side of the tracks through this area. Since then, however, the property has been divided - the property east of the tracks is owned by J & H Wavra and it is recorded in Book 277, Page 128 of the Marion County Deed Records. The property west of the tracks is now owned by N & F Torresdal and it is recorded in Book 316, Page 104, of the Marion County Deed Records. Our plan showed accessed to be constructed opposite Stations 144+50 and 153+60.

The settlement with Wavra provided for the construction of an access opposite Station 165+20 which has been built. Other accesses were not provided to this property since we purchased access control when settling with the Wavra's.

NOTED
F. B. KLABOE

With regard to access to the Torresdal property on the west side of the tracks, it is our view that when this property was divided, and the same owner no longer owned property on both sides of the track, the right to cross the track expired with that transaction. The Torresdal property may have legal access across your tracks but they have no legal access to the adjacent property which was owned originally by Wavra and now owned by the State for highway purposes. The Torresdal's have no access across your tracks to the State Highway in this area. Therefore we do not recognize the obligation to build accesses as reserved in Hook's deed to the railroad in 1880. We will, however, allow whatever accesses you must have to maintain your facilities through this area. If you will indicate which of these accesses you prefer we will take steps to see that it is allowed.

(4) You indicate the desire to provide access to your structure over Abiqua Creek on both the north and south sides of the creek. An approach has been constructed to serve the A. J. Humpert property on the easterly side of Station 232. If you have an existing easement across the Humpert property for ingress and egress to serve your facilities, it would seem that this would provide you with the authority you require to cross his property from this road approach to pass beneath the highway bridge and serve your bridge. Access on the southerly side of the Abiqua Creek can be allowed on the east side of the highway opposite Station 240+50.

(5) You request an access near Station 256 to serve a railroad box culvert opposite this station. We can allow you an access opposite Station 255+30 without difficulty.

(6) Public county roads are connected to the new State Highway as you indicate in your letter with no access control across them. Therefore we will not spell this out in the deed.

Please review these proposals and if they are satisfactory we will proceed with the preparation of the deed. This will be submitted to you as soon as it is prepared.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: SP - Portland

F. B. Klaboe (w/copy of SP Letter)
D. H. Moehring " "
E. F. Saling " "
Jack Sollis " "
E. J. Hall " "
F. W. Sugnet " "

RECEIVED
JUL 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

38195

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

April 13, 1967

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

RECEIVED
APR 17 1967
LEGAL DEPT.

IN REPLY PLEASE REFER TO
911/323
O-Pd-64-19

Mr. W. E. Rohde
Chief Counsel
State Highway Department
Salem, Oregon 97310

Attention Mr. Earl F. Saling - Right of Way Office Manager

Dear Sir:

Reference is made to your letter of December 28, 1966, your file 38195, concerning proposed property transaction between us in connection with the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway.

We are sorry that we have not replied sooner, however, the matter of access relinquishment was not brought up in our original negotiations and our investigation with regard to the access required has just recently been completed.

We would be willing to prepare and execute a deed covering the sale of Parcels 1-6, as previously agreed upon, including an access relinquishment provision similar to that included in the instrument furnished with your above mentioned letter providing additional provisions are inserted to cover access to the Southern Pacific Company property at the following locations:

1. At locations opposite Highway E.S. 119+50± and E.S. 125+50± there are existing crossings across the Railroad which are covered by an agreement between SP Co. and the Benedictine Sisters. We understand highway approaches have been constructed at these two locations.

2. Opposite Highway E.S. 135± there is a 6' x 6' wood box culvert under the track. Request access be provided at this location so maintenance vehicles can enter Railroad property just southerly of the structure.

3. The deed from Talbert Hook and John Hook and Wife to Oregonian Railway Co., recorded November 27, 1880 in Book 26 at Page 155, Official Records of Marion County covers acquisition of our basic 60' right of way between County Road 644 (Hook Road) and the common line between Sections 10 and 15. As a condition of this Deed, three crossings of the track are to be provided at points to be designated by party of first part. Our investigation indicates there is now one crossing located within this parcel, it being opposite Highway E.S. 153+60±. Access should

be provided at this location and in addition provision should be included for access at the two undetermined locations within the limits of the above mentioned parcel.

4. Between Highway E.S. 236± and 240± Abiqua Creek passes under both the highway and the Railroad. Inasmuch as this is a sizeable structure and the channel precludes travel by vehicles along the Railroad right of way access should be provided on both sides of the structure. Our investigation indicates access to the north side of structure can best be obtained by entering from the east side of highway and crossing under the highway bridge on the channel bench along the north side thereof. Access to the south side of our structure can best be obtained by entering Railroad property in the vicinity of Highway E.S. 240±. Would also like to point out that we have a private roadway agreement with A. J. Humpert permitting use of a roadway under our Abiqua Creek structure, which allowed him access to property on both sides of Railroad. Am wondering if alternate means of access has been provided this individual.

5. Opposite Highway E.S. 250±, access should be provided just northerly of the box culvert under highway in order that maintenance vehicles and personnel can enter Railroad property to maintain the box culvert under track.

6. In addition to the above, alternate provision in deed should stipulate locations where public access exists across Railroad property. Our review indicates that between Jefferson Street in Silverton and Main Street in Mt. Angel, the points between which you request our access relinquishment, there are public crossings at Highway E.S. 175+50± Co. Road #644 (Hook Road), Highway E.S. 196± Co. Road #646, and at Highway E.S. 273+50± Co. Road #649 (Hobart Road).

After you have had a chance to review the above comments, please advise if you wish us to have deed prepared similar to that furnished with your aforementioned letter with the additional provisions for access as outlined.

Yours very truly,

[signature]

RECEIVED
MAY 18 1967
FOR FILING
124-1116
A. W. KILBORN
SUPERINTENDENT
6811

Routing E

Morgan
Morelock
Barbee
Scott
Walker
Litchfield
Swan
Olsen

Southern Pacific Company

RECEIVED
MAY 1967

IN REPLY PLEASE REFER TO

UNION STATION, PORTLAND, OREGON 97209

CONSTRUCTION DIVISION

May 11, 1967

GMO 62578

Mr. Chester J. Irelan
Portland General Electric Co.
621 S. W. Alder Street
Portland, Oregon, 97205

NOTED
F. B. KLABOE

Dear Sir:

Oregon State Highway Department has recently constructed the Mt. Angel-Silverton Section in Marion County, State Highway Contract No. 6811, which involves several parcels of land which are to be covered by easements or sales to the State of Oregon. A parcel of land containing 0.18 acre, plus or minus, in Mt. Angel near Garfield Street is to be sold to the State of Oregon.

The Oregon State Highway Department was granted a permit of entry by letter dated June 29, 1966, in which the following was contained under paragraph 3:

"In the event the State and Southern Pacific Company are unable to reach agreement within a period of one year from date hereof, as to fair compensation for the subject property, State agrees to immediately file and thereafter prosecute with due diligence proceeding in eminent domain before a court of competent jurisdiction for the determination of the fair and just value of the property to be acquired by State of Oregon."

This permit of entry delineated all the parcels of property and referred to the parcel involved in the relocation of your transmission tower as Parcel No. 2. This property is being sold to the State of Oregon and the only delay in final closure of this transaction has been in connection with access from highway to railroad property.

It is our understanding that by the original permit of entry this property could be entered upon by the State for highway construction and/or location of facilities of Portland General Electric Co. with the concurrence of Oregon State Highway Department. Our dealings on this property are exclusively with Oregon State Highway Department and how to dispose of or use this property is entirely under their jurisdiction.

Yours truly,

/s/ A. W. Kilborn

Original signed A. W. Kilborn

cc: Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon, 97310
Attn: Mr. T. W. Litchfield

Copies to
F D Kilborn
L H Young
C H Manson
D H Moehring
J L Sollis
E C Hall
R D Lowery
F D Morgan
F W Sullivan

RECEIVED
APR 18 1967
134-111a
6K11

ROY L. HOUCK SONS' CORPORATION
Heavy Construction Contracting

1158 CHEMEKETA ST. N.E.
P.O. BOX 671

SALEM, OREGON 97308
PHONE 585-5950

14 APRIL 1967

JOHN M. KING
1614 LINCOLN AVE.
TACOMA, WASHINGTON 98421

SUBJECT: CLAIM OF R. F. BUDROW FOR DAMAGE TO LILAC BUSH ON CONTRACT 6811 MT. ANGEL-SILVERTON SECTION OF HILLSBORO-SILVERTON HIGHWAY

Dear Sir:

Enclosed is a copy of a letter we received from the State of Oregon regarding subject claim.

My investigation indicates the damage was done by your clearing crew.

Our Superintendent Jim Lambie discussed this damage with your Foreman "Nick" at the time, and requested that he take the necessary steps to resolve the matter. Apparently this hasn't been done.

I would recommend this claim be submitted to your insurance company for speedy settlement.

Sincerely,

ROY L. HOUCK SONS' CORPORATION

R. C. TUTTLE
SAFETY DIRECTOR

NOTED
FLOYD QUERY

cc: Floyd Query, Secretary
Oregon State Highway Commission
Earl F. Saling

RECEIVED
APR 17 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 12 1967
FORWARDING

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

ajm-cr
124-1116

M. A. NELSON
VICE PRESIDENT AND GENERAL AUDITOR
F. H. COYNE
T. E. WALSH
ASSISTANT GENERAL AUDITORS
6811

C. A. ALLEN
AUDITOR OF REVENUE ACCOUNTS
C. M. BILL
INCOME TAX AUDITOR
J. M. DeMARTINI
MANAGER, DATA PROCESSING
C. S. GROVE
MANAGER, PAY ROLL AND MISCELLANEOUS SERVICES

R. C. HOLLINGER
INTERNAL AUDITOR
D. L. PRAEGER
AUDITOR OF DISBURSEMENTS
E. G. SUELFLOHN
MANAGER, SYSTEMS RESEARCH
G. TRABERT
MANAGER, EQUIPMENT AND MISCELLANEOUS ACCOUNTING

IN REPLY PLEASE REFER TO
EBT-220-113

APR 7 - 1967

Mr. Forrest Cooper
State of Oregon
Oregon Highway Department
Salem, Oregon

Dear Sir: Attention: Mr. Ivan Merchant, Assistant State Highway Engineer-Bridges

Refers to our bill No. 401006, rendered for $753.83, forwarded March 13, in connection with construction of Hillsboro-Silverton Highway at Mt. Angel, Oregon, under agreement 125120, dated June 29, 1966.

If Audit of this bill has been completed, would appreciate your check in payment being forwarded to P. O. Box 3809, San Francisco 94120, with a copy of the bill.

Yours truly,

G. TRABERT

Dlvd to Merchant 4-12-67

RECEIVED
APR 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 - 1967
FOR FILING

124-1116
6811

March 31, 1967

General Insurance Co. of America
209 S. W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 6811 awarded to Roy L. Houck Sons' Corporation for grading, paving, and structure on the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Marion County was completed on November 30, 1966, and accepted by the Highway Commission on March 30, 1967.

Final payment in the amount of $23,032.44 will be released to the contractor after April 7, 1967. The total contract amount is $777,861.37 including $10,990.93 for work performed under force account.

You have been advised previously of a claim filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Roy L. Houck Sons' Corporation
P.O. Box 671
Salem, Oregon 97308

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAR 31 1967
FOR FILING

124-1114
6811

March 30, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 30, 1966, on Contract No. 6811. The contract was with Roy L. Houck Sons' Corporation and was for the grading, paving and structure on the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 30, 1967, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
R. D. Asburry

srb jw

RECEIVED
APR 3 - 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
[illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING

Claim File No. 4288

FILED
MAR 30 1967
CLAY MYERS
SECRETARY OF STATE

11-1-11

6811

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 28, 1967

RECEIVED
MAR 30 8 48 AM '67
CLAY MYERS
SECRETARY OF STATE

Mr. Robert F. Budrow
435 West Main
Silverton, Oregon 97381

NOTED ON CARD
mlw

Dear Mr. Budrow:

Mr. Earl F. Saling, Right of Way Office Manager, has informed me of your claim against Roy L. Houck Sons' Corporation on Contract No. 6811 for work on the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway.

I am advised that your claim against the contractor is in the amount of $50 for damage to one lilac bush at 511 North First Street in Silverton, and that the damage was done some time prior to July 25, 1966.

The General Insurance Company of America through Walter Kroder and Company, 2310 S.W. 6th, Portland, furnished the bond on this contract. The bond is provided to assure completion of the contract and payment for labor and materials.

A copy of this letter is being forwarded to the surety and to Roy L. Houck Sons' Corporation. A copy is also being sent to the Secretary of State for filing in compliance with the law.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
cc General Insurance Co. of America
Walter Kroder & Company
Roy L. Houck Sons' Corp.
Secretary of State - Please ackn. receipt of this letter
Earl F. Saling on attached copy.

RECEIVED
MAR 31 1967
OREGON
STATE HIGHWAY COMMISSION

FORM E-183

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAR 7 1967

March 6, 1967

Mr. Robert F. Budrow
435 West Main
Silverton, Oregon 97381

File 38679, L-5046
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Contract 6811

Dear Sir:

This office cannot handle your claim against the State Highway Department's contractor, Roy L. Houck, on Contract 6811, Mount Angel-Silverton.

We are advised that you should submit a formal letter to the Highway Commission's Secretary, stating your claim. In that letter, you should mention the contractor's name, section of the highway, and the number of the contract, 6811. The Highway Department is in the process of finalizing the contract so your claim should be submitted as soon as possible.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Earl F. Saling

Earl F. Saling
Right of Way Office Mgr.

EFS:ls

cc: Mr. Floyd Query

Office Engineering

Mr. Sailing did not inform me of your name.

Secretary of State Highway Department.

Dear Sir: All of my business being with the office of G.E. Rohde thru, Mr. Sailing, they have my claim for damages and should turn over to you all of that part of my file. I had no business of any kind or any contact with any Contractor of the State and it was not my business to aquaint myself with them or contact them

Very truly yours

Earl, what can we tell the man?
F. Query

Robert F. Budrow

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Mt. Angel - Silverton		WEEK ENDING: January 28, 1967
		SECTION PREFIX: 124-1116
HIGHWAY: Hillsboro - Silverton		COUNTY: Marion
NAME OF JOB: Mt. Angel - Silverton	KIND OF WORK: Grading , Paving and Structure	
CONTRACTOR: Roy L. Houck Sons' Corp.	CONTRACT NUMBER: 6811	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 27, 1966	DATE WORK STARTED: June 2, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION ____	SPECIFIED WORK DAYS: 170	WORK DAYS USED: 170
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $990,712.25	ENGINEERING AUTHORIZATION: $70,016.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $920,695.45	ENGINEERING COST TO DATE: $63,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $922,875.00		DATE PROJECT WAS COMPLETED: 11-30-66 with exception of work at Subst.
ESTIMATED PERCENT OVERRUN: 0.2 %	PERCENT OF AUTHORIZATION: 91 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.52	4.52			4.52
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.52	4.52			4.52
TOTAL ESTIMATED QUANTITIES (CONTRACT)	157,000	137,500 T			19,400 T
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	165,553	141,900 T			25,313 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9564		Box Culverts					
PERCENT	100		100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	REMARKS OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Morgan Decker Bond Barbee Walker Glenn Swan Roberts Pease Morelock Trout Scott Wills Litchfield Olson

RECEIVED
JAN 27 1967
CONSTRUCTION DIVISION

FORM E-123

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAR 7 1967

March 6, 1967

Mr. Robert F. Budrow
435 West Main
Silverton, Oregon 97381

File 38679, L-5046
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Contract 6811

Dear Sir:

This office cannot handle your claim against the State Highway Department's contractor, Roy L. Houck, on Contract 6811, Mount Angel-Silverton.

We are advised that you should submit a formal letter to the Highway Commission's Secretary, stating your claim. In that letter, you should mention the contractor's name, section of the highway, and the number of the contract, 6811. The Highway Department is in the process of finalizing the contract so your claim should be submitted as soon as possible.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Earl F. Saling

Earl F. Saling
Right of Way Office Mgr.

EFS:ls

cc: Mr. Floyd Query

Office Engineering

Mr. Sailing did not inform me of your name.

Secretary of State Highway Department.

Dear Sir: All of my business being with the office of G.E. Rohde thru, Mr. Sailing, they have my claim for damages and should turn over to you all of that part of my file. I had no business of any kind or any contact with any Contractor of the State and it was not my business to aquaint myself with them or contact them

Very truly yours

Robert F. Budrow

Earl, what can we tell the man?
F. Query

RECEIVED
MAR 14 1967
OREGON
STATE HIGHWAY COMMISSION

$50 damage to lilac bush
at 511 N. First St Silverton
Contract 6811
prior to 7-25-66

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Mt. Angel - Silverton		WEEK ENDING: January 28, 1967
		SECTION PREFIX: 124-1116
HIGHWAY: Hillsboro - Silverton		COUNTY: Marion
NAME OF JOB: Mt. Angel - Silverton	KIND OF WORK: Grading , Paving and Structure	
CONTRACTOR: Roy L. Houck Sons' Corp.	CONTRACT NUMBER: 6811	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 27, 1966	DATE WORK STARTED: June 2, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN / SUPERVISION	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 170	WORK DAYS USED / CALENDAR DAYS USED: 170
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 990,712.25	ENGINEERING AUTHORIZATION: $ 70,016.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 920,695.45	ENGINEERING COST TO DATE: $ 63,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 922,875.00		DATE PROJECT WAS COMPLETED: 11-30-66 with exception of work at Subst.
ESTIMATED PERCENT OVERRUN xxxxxxx: 0.2 %	PERCENT OF AUTHORIZATION: 91 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.52	4.52			4.52
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.52	4.52			4.52
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TOTAL QUANTITIES CORRECTED TO DATE					
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AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9564		Box Culverts					
PERCENT	100		100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	REASONS OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Rawlins
Poage
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JAN 2 1967
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to Division Office January 25, 1967

This is the last Weekly Report for this project

SIGNED R.R. Spivey LOCATION Salem

R.R. Spivey Asst. Bee. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
NOV 28 1966

124-1116
6711

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1966

SUBJECT: Indenture of Access
R/W File 38659 - Pal-Bro Inc.
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is an indenture of access information form pertaining to a request by Pal-Bro Inc., for a change in location only of an existing access point on the west side of the highway just north of Silverton. The request has been made to make the record agree with the fact. Access to a temporary easement was constructed at Station 292+70. This constructed approach with pipe and gravel surfacing is satisfactory to the property owner.

There is a public road affording highway land service to this property other than at the existing access. The proposed change in location does not constitute an added hazard to the traveling public. No additional right of way will br required for this access nor will speed change lanes be required. No payment was made for limiting the number of access points. This access is on a State project and does not require Bureau of Public Roads approval.

Copies of right of way map prints and the filing fee are attached for your information.

It is recommended that the indenture be approved.

F.D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

approved by Klaboe 11-25-66

copies to Moehring files 11-28-66

JAB/DES:sg
Attachments

cc: D.H. Moehring
R.D. Asburry
J.F. Hagemann

NOV 23 1966
OFFICE OF
STAFF HIGHWAY ENGINEER

RECEIVED
NOV 21 1966
FOR FILING
124 1116
6811

November 21, 1966

Oregon State Highway Commission

Gentlemen:

The relocation and construction of the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway No. 140 in Marion County makes possible the abandonment of approximately 5.5 miles of old highway.

The agreement with Marion County, the City of Silverton, and the City of Mt. Angel providing for abandonment of the old highway from Mt. Angel to Silverton was approved at the July 14, 1964 Commission meeting.

This resolution provides for the elimination of the old section from the highway system. All right, title, and jurisdiction of that portion of the old highway from the southerly city limits of Mt. Angel to the westerly city limits of Silverton will pass to Marion County. Portions of the old highway lying within the boundaries of Mt. Angel and Silverton will be accepted by the respective cities after appropriate transfer by Marion County.

I recommend adoption of this resolution. This matter will be on the agenda for the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
R. D. Asburry

PBA:mm bg

RECEIVED
NOV 16 1966
FOR FILING
124 1116
6811

November 15, 1966

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6811, the Mt. Angel-Silverton grading, paving, and structures project on the Hillsboro-Silverton Highway in Marion County, is anticipated. Roy L. Houck Sons' Corp. of Salem is the contractor. The original project authorization was $843,986.25. The present anticipated cost is $990,712.25, indicating an overrun of $146,726. This is a State project.

The major reasons for this overrun are due to relocation costs of an electric company substation and increased surfacing and paving quantities.

The substation was originally intended to be handled as a right-of-way matter and as such would not appear as part of the contract. It was eventually determined that it could only be settled as a utility move, therefore; it became a part of the contract cost.

Increased surfacing and asphaltic concrete quantities were required to backfill unstable sections of the roadway which developed after grading was complete.

This request for an additional authorization will be presented to you at the November 22 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:fp bg

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 14, 1966

SUBJECT: Overrun of Project Authorization
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Contract No. 6811

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of project authorization on the subject contract. This project is for grading, paving and structures and is under contract to Roy L. Houck Sons' Corp. of Salem. The original project authorization was $843,986.25. The present anticipated cost is $990,712.25, indicating an overrun of $146,726.00 or 11.7%.

The major reasons for this overrun are due to relocation costs of a Portland General Electric substation and increased surfacing and paving quantities. The relocation of the electric substation is necessary for the construction of this project, but no funds were included in the project authorization to accomplish this work. The estimated cost exceeds $106,000. Extensive use of surfacing materials and asphaltic concrete was required to backfill excavated areas in numerous unstable sections of the subgrade. These unstable areas were not apparent until after grading had been completed.

It is recommended that the project authorization be increased by $146,726.00

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:fp
Attach.
cc L. H. Young

RECEIVED
NOV 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form No. E-275—1051—7-65

124-111 C

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Mt. Angel - Silverton Section Date November 10, 1966

Highway Hillsboro - Silverton Contract No. 6811

County Marion Kind of Work Structure Grading, Paving Contractor Ray L. Hauck Sons' Corp.

Contract Amount $ 703,310.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
#8 Watering	2,500	3.00	7,500.00
#9 3/4"-0 Material in Base	3,000	1.81	5,430.00
#10 Plant-Mix Stone Base	1,000	1.56	1,560.00
# 13 Class "D" Asphaltic Concrete	5,600	6.00	33,600.00
			- 2,142.50
Minor items, unitemized algebraic total			
Subtotal			$ 749,257.50
Approved work orders (Price, extra work and state force orders)			$ 166,037.95

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

APPROVED BY STATE HIGHWAY COMMISSION DATE 11-22-66

Minor items, unitemized algebraic total	
Subtotal	$ 915,295.45
Authorization for engineering	$ 60,016.80
Expected over-run or under-run of engineering authorization	$ 10,000.00
Costs not included above (explain)	$
Allowance for future contingencies (4½ % of work remaining)	$ 5,400.00
Credits to come from transfers and deductions	$
Present estimate of project cost	$ 990,712.25

Brief Statement of principal causes of over-run:

Necessary to relocate Pacific General Electric Substation now situated on right of way, approximately at station 110.
Over-run of surfacing and paving quantities due to repair and reinforcement of numerous sections of unstable grade.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 843,986.25
Present estimate of project cost	$ 990,712.25
Expected over-run (Amount)	$ 146,726.00
Expected over-run (per cent)	11.7

Space to right of this line is for use of Salem office.

Submitted by: E.J. Hall Resident Engineer

Confirmed by: R. D. Adams Division Engineer

Noted by: for Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
OCT 28 1966

134-11:
6811

October 27, 1966

The Honorable O. B. Arrington
Mayor, City of Silverton
City Hall
306 South Water Street
Silverton, Oregon 97381

Dear Mayor Arrington:

In reply to your letter of October 21 addressed to Mr. R. D. Asburry, Division Engineer, we would like to say that we share your concern regarding the completion of the construction of the highway in the Silverton area. This matter has been of considerable concern to us for some time and has been discussed several times and conferences have been held with the contractor.

We realize that the merchants of Silverton were inconvenienced while this work was in progress but we cannot share your belief that undue delay on completion of this work has occurred. In the construction of a project the size of this one, the contractor has to adhere to certain schedules to assure completion of the entire project. The changing of the schedule could cause the contractor considerable sums in the moving and standby times of his equipment. Also, it could delay the completion of the entire project causing an additional assessment of liquidated damages due to his not completing the project on the scheduled time.

In city street work, certain phases have to be done all in sequence, it taking a certain amount of time to complete each phase before the next can begin. It is our belief that the State contractor on this project has scheduled the work on various phases of the work in Silverton so that each phase would be held to the minimum time. Also, he has gone to additional expense along with the State Highway Department in endeavoring to minimize as much as possible the interference of this work with the businesses being conducted along the project.

We realize this has been a trial and tribulation to the merchants in Silverton and sympathize with them in this regard but hope the end results have justified the inconveniences.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
R. D. Asburry

RDA:am srb

CITY OF SILVERTON
CITY HALL, SILVERTON, OREGON

21 October 1966

Mr. R.D. Asburry
Division Engineer-
Division No.2,
State Highway Department,
Salem, Oregon.

Dear Mr. Asburry:

Mounting criticism and complaints from the merchants of the downtown area of the City of Silverton over the unpaved status of the Silverton segment of the Silverton-Hillsboro Highway has prompted a special meeting of the Common Council to consider the matter.

At this meeting, conducted Thursday, 20 October 1966, members of Council expressed concern over the continuing delay in paving the downtown streets of Silverton - streets first torn up April 27th and which have remained unpaved to this date.

We can appreciate the scheduling problems of the contractor however, of all of the segments of the project envolved, the economic importance of the business section of Silverton seemed apparent. The fact that the four blocks which comprise this business area has received no apparent consideration or priority in the overall project is most difficult to accept.

I have been directed by motion of the Council to inform you and the State Highway Department of the City's official concern in this matter and to ask that you use your influence to urge the contractor to complete the Silverton segment of the project as soon as possible.

While Silverton welcomes this highway project and fully expects to benefit from the improvement, at the same time we request consideration of the welfare of our community during the construction phase. At the present, we feel that we are being required to suffer unnecessarily while awaiting these benefits.

We solicit your interest and assistance in this matter, Mr. Asburry.

Sincerely,

Dr.G.B.Arrington,
Mayor, City of Silverton

RECEIVED
OCT 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Copy: Glenn Jackson ✓
Ed Hall
Roy Houck

INFORMATION COPY

FORM E-1232 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, Member
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
OCT 6 1966

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

October 4, 1966

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. J. Irelan

Re: Availability of Property
Mt. Angel Substation - File No. 37785
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County
Contract No. 6811

Gentlemen:

This is in reply to our telephone conversation of September 27, 1966 in which you indicated that the Permit of Entry from the Southern Pacific Company to the State does not allow PGE to occupy Parcel #2 of the properties included in the railroad's Permit of Entry, a copy of which was submitted to you with my letter of September 21, 1966.

Attached you will find a letter from the Southern Pacific Company dated September 27, 1966 which states that the railroad has no objection to your forces occupying their Parcel #2 which is ultimately to be acquired by the State.

Mr. Karl Saling, our Right of Way Office Manager, in his letter to you dated September 16, 1966, stated that one Parcel of the land being acquired for your new substation site may have to be condemned. I requested Mr. Saling to look into this more thoroughly, and he advised me on September 27 that our Right of Way Department has secured deeds for options on all of the property, with the exception of the Southern Pacific property, which allows the State to take possession at once.

Therefore, this should give you the authorization you require to occupy all of the proposed substation site immediately and relocate your facilities thereon.

Very truly yours,

TWL:bjm
Attachment

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: Mr. Robert M. Lee - PGE *
SP Company - Portland *
SP Company - San Francisco *
R. L. Porter *
F. B. Klaboe *
D. H. Moehring *
D. J. Hall *
F. W. Sugnet *

* (Copy of SP letter attached)

9

B-2440

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
DUNSMUIR, CALIF. 96025

September 27, 1966

IN REPLY PLEASE REFER TO
323-3
O-PD-64-19

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon, 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to previous correspondence and your telephone request date regarding relocation of Hillsboro-Silverton Highway between Mt. Angel and Silverton, State Highway Contract No. 6811.

Southern Pacific Co. does not object to the Portland General Electric Co. placing some of their facilities on Parcel No. 2 to be acquired by the State for highway purposes.

This parcel contains 0.18 acre, plus or minus, and is located in Mt. Angel, isolated from our regular operating right of way.

Yours truly,

A W Kilborn

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
SEP 30 1966
CONSTRUCTION
DIVISION

E
Litchfield

RECEIVED
OCT 3 - 1966
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. DIDLEY
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

134-1116
6811

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 29, 1966

Southern Pacific Company
Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Revised Appraisal of Real Property
File No. 38195
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway - Marion County
YOUR FILE: 323-3
O-PD-64-19

NOTED
F.B. KLABOE

Gentlemen:

Parcel No. 14 of the above-captioned file has recently been revised as requested by your Engineer-Inspector. A description of all 14 parcels as revised was sent to you with my letter of August 9, 1966.

This has necessitated a review in our appraisals, and this is to advise you that the State is now prepared to offer $15,610 for the 14 Parcels as revised. This supercedes the original offer of $15,300 which was contained in my letter dated April 25, 1966.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: Southern Pacific Company - San Francisco

F. B. Klaboe
D. H. Moehring
R. D. Asburry

RECEIVED
SEP 28 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
124-111
6811

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 27, 1966

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. J. Irelan

Re: Temporary Work on Existing Mt. Angel Substation
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway - Marion County
Contract No. 6811

Gentlemen:

In a conference telephone call on September 22, 1966 among your Mr. Robert M. Lee, Station Planning Supervisor, our Mr. E. J. Hall, Resident Engineer, Mr. F. W. Sugnet, Field Utilities Liaison Engineer, and the undersigned, it was decided that it will be advantageous to this project to temporarily relocate the capacitors and potential transformer to another point within the existing substation site so that the removal of the 57 KV transmission line pole adjacent to the Southern Pacific Company right of way and chain link fence may proceed at an early date.

It was agreed that your forces will begin with this temporary work on September 26 and that this area may be cleared by October 3, 1966, barring any unforeseen events. It was further agreed that the chain link fence will be re-established on a temporary basis by the State's contractor. All other work will be performed by PGE forces and will be reimbursable on an actual cost basis.

You may consider this letter your authorization to proceed as of September 22, 1966 with the relocation of the capacitors and transformer with the following understandings: (1) The capacitors will be reactivated only if necessary to retain the existing substation in service throughout the winter. (2) Reimbursement will be on an actual cost basis.

Your prompt attention to accommodate our construction is greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: Portland General Electric Company - Portland
ATTENTION: Mr. Robert M. Lee

R. L. Porter
F. B. Klaboe
L. H. Young
C. H. Maison
D. H. Moehring
R. D. Asburry
E. J. Hall
F. W. Sugnet

FORM E-TRK 2OH 4-66
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SEP 23 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
121-116
6811

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

September 21, 1966

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. J. Irelan

Re: Permit of Entry
Southern Pacific Company Property
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County
Contract No. 6811

Gentlemen:

As per our telephone conversation on September 19th, you will find attached a copy of the Permit of Entry the Southern Pacific Company granted the State dated June 29, 1966 and accepted by the State and signed by Mr. F. B. Klaboe, Assistant State Highway Engineer, on July 1, 1966, setting forth the terms under which the State could occupy Southern Pacific property on this project. The property in question, which will be occupied in part by your relocated Mt. Angel Substation, is Parcel No. 2, as shown on the portion of their Oregon Division Drawing No. PB-50.

You will note the second paragraph of the Permit of Entry states, in part:

> "In order to allow the State to proceed with its intended highway construction, Southern Pacific Company hereby permits the State of Oregon, its employees, agents, and contractors to enter immediately upon the parcels of Southern Pacific property shown by shading and further identified as . . . Parcels #1, #2, #9 and #10 on Southern Pacific Company Oregon Division Drawing No. PB-50, Sheet No. 1, revised April 20, 1966; . . ."

I have discussed this matter with the Southern Pacific Company people, and it is their opinion that this paragraph as written gives PGE, as an agent of the State, the right to enter upon Parcel #2 for the reconstruction of the Mt. Angel Substation. Therefore, I see no problem in your occupying this property immediately.

TWL:bjm
Attachment

cc: R. L. Porter
F. B. Klaboe
D. H. Moehring
R. D. Asburry
E. J. Hall
F. W. Sugnet

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

FORM S-183X 50M 4-62

RECEIVED
SEP 20 1966
PGE PLNG
124-1116
6911

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. STIMSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 15, 1966

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. J. Irelan

Re: Removal of Conflicting Facilities
Mt. Angel Substation
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway - Marion County
Contract No. 6811

Gentlemen:

The State's construction work on this project is nearing completion and your substation remains in its existing position, which will preclude the routing of traffic over the new highway.

As shown on the attached photographs a portion of your facilities may be moved out of conflict immediately, thus allowing the highway to be completed on a detour-type construction around your existing substation. It is my understanding that it is physically possible for these facilities to be moved immediately on a temporary basis.

NOTED
R L PORTER

Please proceed with this work at the earliest possible date so that our highway construction may proceed with minimum delay. You are hereby authorized to proceed with this work as of this date, although I would appreciate it if you would supply me an estimate of cost for this work by return mail. Final payment will be made on an actual cost basis.

Your cooperation in this matter will be greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachments (photos)

cc: R. L. Porter
F. B. Klaboe
L. H. Young
C. H. Maison
D. H. Moehring
R. D. Asburry
E. J. Hall
F. W. Sugnet

RECEIVED
AUG 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FIELDING, VICE-CHAIRMAN
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILING
124-1116

6811

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 24, 1966

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

Re: Revision in Drainage Easement
R/W File 38195
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County
Contract No. 6811
YOUR FILE: 323-3
O-PD-64-19

Gentlemen:

Attached you will find a copy of your letter of August 16, 1966 as signed by Mr. F. B. Klaboe, Assistant State Highway Engineer, on August 23, 1966. This letter provided for the State to enter the revised easement as shown on your Drawing No. PC-37.

By a copy of this letter a signed copy of your August 16 letter is being sent to your Portland office.

Very truly yours,

F. D. Morgan
Construction Engineer

By
Phil G. Preston

(for) T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

Attachment

cc: Southern Pacific Company - Portland (w/attachment)

F. B. Klaboe (w/original of letter)
R. D. Asburry (w/copy of letter)
E. J. Hall (w/copy of letter)

RECEIVED
AUG 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

August 16, 1966

Routing
Morgan
Decker
Bond
Barbee
Walker
Smith

RECEIVED
AUG 19 1966
CONSTRUCTION
DIVISION

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
Scott
Wills
Litchfield
Olson

IN REPLY PLEASE REFER TO
911/323
O-PD-64-19

Mr. F. D. Morgan (2)
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield - Utilities Liaison Engineer

Dear Sir:

Please refer to your letter of August 9, your R/W file 38195, Contract No. 6811, concerning the Mt. Angel-Silverton section of the Hillsboro-Silverton Highway.

Attached are two prints of Oregon Division Drawing PC-37, Sheet 1, revised August 10, 1966, illustrating revised easement areas which are to be substituted for Oregon Division Drawing No. PC-37, Sheet 1, revised April 20, 1966, referred to in my right of entry letter of June 29.

If the above is satisfactory, please arrange for acceptance on behalf of the State on the duplicate copy of this letter and return it to this office.

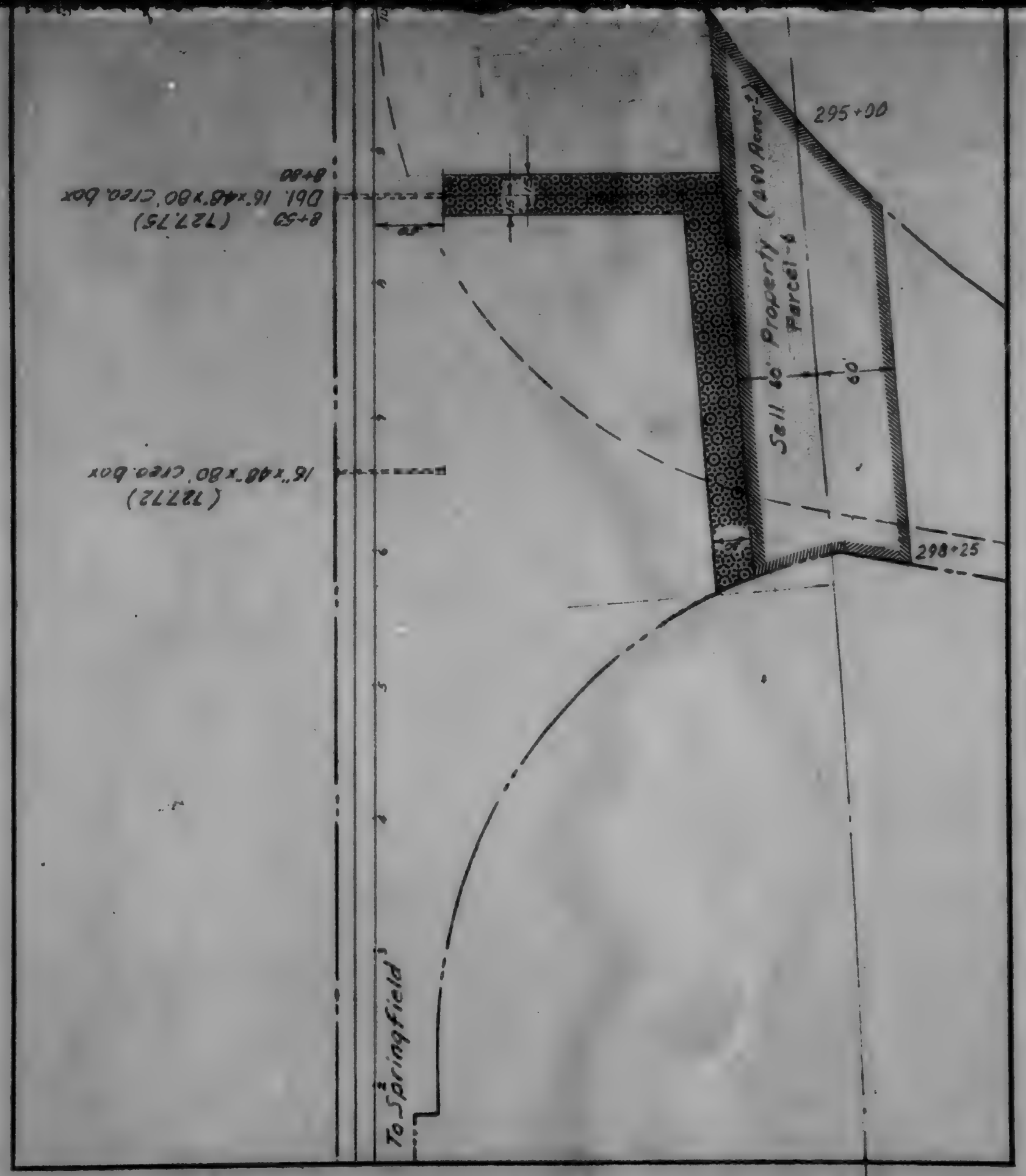
Yours very truly,

HM Williamson
bc

Attach.

Accepted this 23 day of August, 1966 on behalf of the State of Oregon acting by and through its Highway Department.

By F B Klaboe, Asst. State Highway Engr.
Title


295+00
Sell to Property (4.00 Acres)
Parcel-1
60'
298+25
To Springfield
8+50 (727.75)
Dbl. 16'x48'x80' Circ. Box
8+80
(727.72)
16"x48"x80' Circ. Box

00+56

JEFFERSON

PUC CC 727.9

ST

728

ST.

Silverton 0.7 Mi.

Mt. Angel 3.5 Mi.

211 79.9

30'

30'

8 9 20 1 2 3 4 5 6

S 3° 45' 1069.3'

PUC 727.9

Estate Highway ℄

LEGEND

Shows easement for drainage facilities

Shows property to be sold to State

Shows S.P. Co. property line

Shows Future trackage

728.8

Silverton 1.5 Mi.

Mt. Angel 2.7 Mi.

No. 649

64+03.9

To Woodburn

30'

30'

S9°45'E 466.4'

60'

20'

PUC CC 728.2

Parcel-13
Easement for

Sell property (0.03 Acres±)
Parcel-5

COUNTY ROAD

cilities

State

OREGON DIV'N.
DRAWING PC-37
SHEET NO. 1

728.8

Silverton 1.5 Mi.

Mt. Angel 2.7 Mi.

64+03.9

No. 649

(728.84) 103' O.D. Trestle

CREEK

To Woodburn

30'

30'

15'

Woodburn

Parcel-13
Easement for drainage facility
(5250 sq. Ft.)

State Highway 5

ABIQUA

COUNTY ROAD

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
WOODBURN-SPRINGFIELD Br.
SILVERTON
Sell property and grant easements
to State of Oregon
Scale 1"=100' Dec. December 31, 1965
Rev. August 10, 1966

DRAWER

RECEIVED
JUL 20 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 18, 1966

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. J. Irelan

Re: Mt. Angel Substation Site
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County
R/W File No. 37784

Gentlemen:

Attached you will find a portion of our right of way map #8B-32-15 on which we have indicated the property we propose to convey to the Portland General Electric Company on which you may relocate your Mt. Angel Substation. On this map is also shown your existing Substation site which we propose to acquire from you in its entirety.

You will note that the site we propose to acquire from you occupies 0.63 acre. The site we are proposing to convey to you occupies 1.13 acres, for which we have paid $4,510. Therefore, the value of the existing site is $\frac{0.63}{1.13}$ of $4,510, or $2,514.42. We are also purchasing another parcel of land from you, the 0.03 acre of unimproved property at the north edge of Silverton appraised at $45.00. The total taking from PGE, then, is worth $2,559.42, while the conveyance to PGE is worth $4,510.00. Please advise if PGE is willing to pay the State the difference in value, or $1,950.58, for the additional 0.47 acre we propose to convey to you for your new substation.

We have agreed in our letter of January 26, 1966 to reimburse PGE for the actual cost of relocating the Substation. We also agreed that the method to determine this value may be the same as used to determine the value of the Canyon and the Flanders Substations in Portland. Before work may be started on the physical relocation of this Substation we must have from you the detailed breakdown of costs which the State will be required to pay, and a sketch showing the proposed substation.

Inasmuch as time is of the essence, we will appreciate the information requested herein as soon as possible. Your cooperation in this regard will be greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
T. W. LITCHFIELD

By
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachment

cc: Portland General Electric Company
ATTENTION: Mr. W. E. Enns (w/attachment)

F. B. Klaboe (w/attach.)
L. H. Young "
C. H. Maison "
D. H. Moehring "
R. D. Asburry "
F. W. Sugnet "

8B-32-15

PROPERTY TO BE CONVEYED TO P.G.E. SHOWN THUS

A Z G E

CLEVELAND ST.

BUTLER'S ADD

PARK ADD

GARFIELD ST.

CHURCH ST.

MAYS ADD

MAIN ST.

R.A.E.J.L. Wachter 310-461 39869 22,240 sq ft

Rose Buchheit 339-146 39870 10,620 sq ft

39811 0.13 Ac.

38195 0.06 Ac.

P.G.E. Co 200-172 0.27 Ac. Lt.

L.E.J. Hertl 276-13 0.4 Ac. Lt.

A.E.E. Schmidt 259-620 0.18 Ac. Lt.

37783 0.05 Ac.

37780 7755 sq ft Lt.

37781 16,060 sq ft RA

37782 RA 0.52 Ac.

37784 0.36 Ac.

37785 0.44 Ac.

Deed RW 27210 Post. 616-66

Deed RW 26089 605-767

38195 0.45 Ac.

38195

38101 F.H. Neh; et ux 222-143

Warehouse

Elevator

RR 195+25

59°50'30"

Benedic

RECEIVED
JUN 12 1966
FOR FILING

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

124-1116

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

Routing

6811

RECEIVED
CONSTRUCTION
DIVISION

June 29, 1966

IN REPLY PLEASE REFER TO
911/323
O-PD-64-19

Mr. F. D. Morgan (3)
Construction Engineer
State Highway Department
Salem, Oregon (97310)

Atten: Mr. T. W. Litchfield
Utilities Liason Engineer

Dear Sir:

Please refer to your letter of June 7, your file 38195, Contract No. 6811, concerning the Mt. Angel-Silverton section of the Hillsboro-Silverton Highway.

In order to allow the State to proceed with its intended highway construction, Southern Pacific Company hereby permits the State of Oregon, its employees, agents, and contractors to enter immediately upon the parcels of Southern Pacific property shown by shading and further identified as Parcels #5, #6, #13 and #14 on Southern Pacific Company Oregon Division Drawing No. PC-37, Sheet No. 1, revised April 20, 1966; Parcels #1, #2, #9 and #10 on Southern Pacific Company Oregon Division Drawing No. PB-50, Sheet No. 1, revised April 20, 1966; and Parcels #3, #4, #7, #8, #11 and #12 on Southern Pacific Company Oregon Division Drawing No. PF-15, Sheet No. 1, revised April 20, 1966.

The permission herein granted is subject to the following conditions:

1. The work upon and adjacent to Southern Pacific Company property is to be performed in accordance with plans and specifications subject to prior approval of Southern Pacific Company.

2. State agrees to assume the entire cost of said project and agrees to reimburse Southern Pacific Company for any expense incurred in making inspections deemed necessary by Southern Pacific Company of the work to be performed on subject property.

3. In the event the State and Southern Pacific Company are unable to reach agreement within a period of one year from date hereof, as to fair compensation for the subject property, State agrees to immediately file and thereafter prosecute with due diligence proceeding in eminent domain before a court of competent jurisdiction for the determination of the fair and just value of the property to be acquired by the State.

911/323
O-PD-64-19

4. State is to make all arrangements for any necessary protection, alteration, or relocation of facilities on subject property either owned or used by Lessees of Southern Pacific Company and State shall assume the responsibility of making arrangements for the protection, alteration, or relocation of these facilities with the said Lessees.

If the foregoing is satisfactory, please arrange for acceptance on behalf of the State on the duplicate copy of this letter and return it to this office.

Yours very truly,

H M Williamson
Ln

Accepted this 1st day of July, 1966
on behalf of the State of Oregon acting by
and through its Highway Department.
By T B Labbe
Title
Asst. State Highway Engr.

730.8

Silverton 3.5 Mi.

Mt. Angel 0.7 Mi.

To Springfield

To Woodburn

30'

30'

15'

6 7 8 9 10 1 2 3

+35

+85

Easement for drainage facility
(750 sq. ft.) Parcel-10

℄ Proposed Highway ℄

730.80
6'x6'x40' Crcd. box

LEGEND

Shows easement for drainage facility

Shows property to be sold to State

Shows S.P.Co. property line

731.2

Mt. Angel 0.3 Mi.

(731.29)

60' of 36" conc pipe

To Springfield

Easement for drainage facility
(750 sq.ft.)

15'

N 9°40 W

125

125

S1°47'30"E

Proposed Highway ℄

Parcel-2
Sell property (0.18 Ac.±)

GARFIELD

Joseph Krenzel
S'ly Line J.W. Ebner

OREGON

DRAWING

SHEET NO.

MAIN ST.

ST.

ST

To Wo

30'

CHURCH

CHARLES

COLLEGE

MON

ST.

RFIELD

ST.

SOUTHERN PACIFIC CO

PACIFIC LINES

WOODBURN-SPRINGFIELD B

MT. ANGEL

Sell Property and grant ease

to State of Oregon

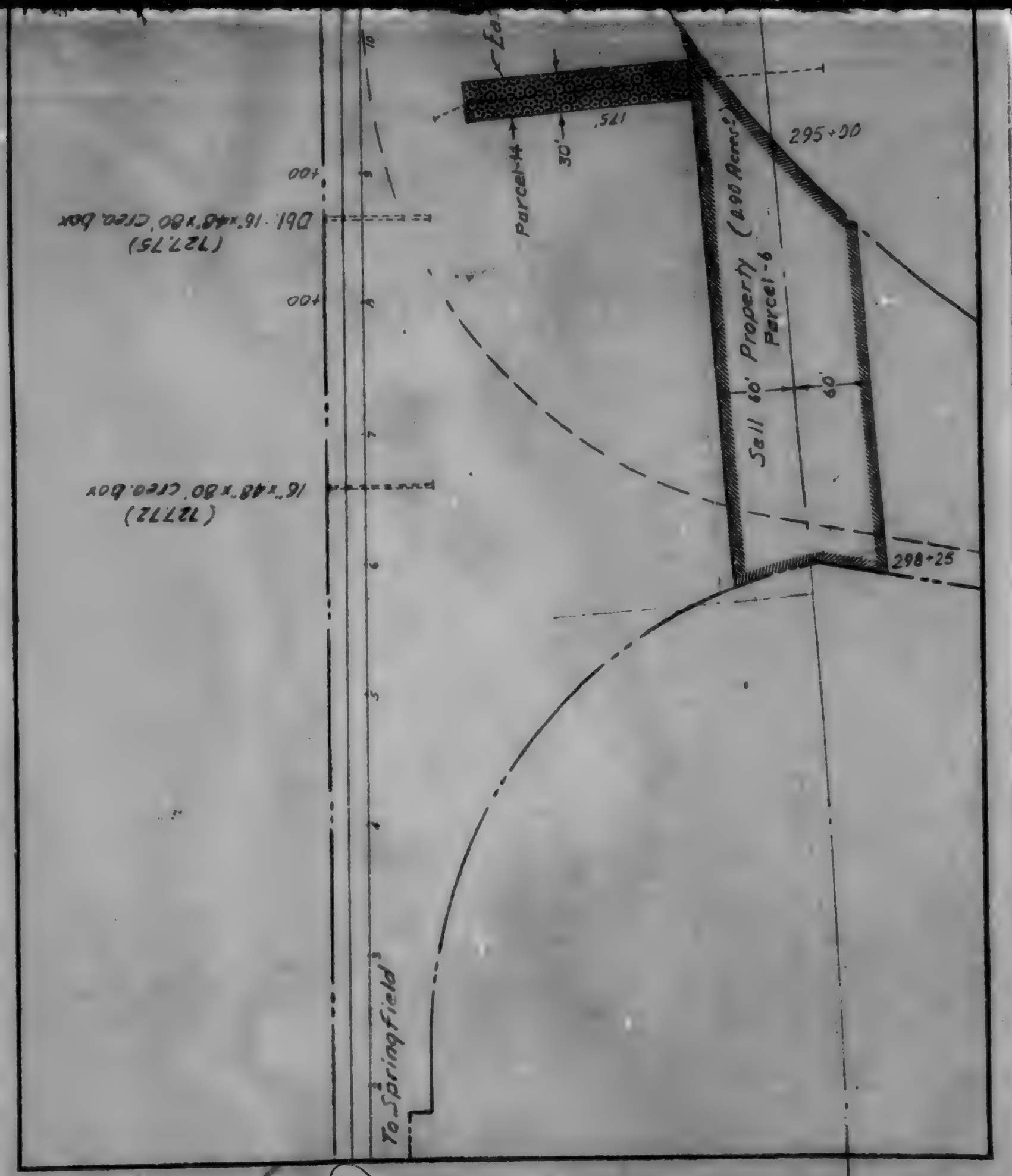
Scale 1"=100' LAH Dece

Rev. Ap

DRAWER

OREGON DIV'N
DRAWING PB-50
SHEET NO. 1

ST.
ST.
ST.


Parcel-14
30'
175'
295+00
Sell 60' Property (4.90 Acres)
Parcel-6
60'
298+25
To Springfield
400
400
16'x48'x80' Circ. Dor
(72775)
16'x48'x80' Circ. Dor
(72772)

JEFFERSON ST.

PUC CF 7279

60'

Easement for drainage facilities (0.12 Acres ±)

ST.

728

Silverton 0.7 Mi.

Mt. Angel 3.5 Mi.

211 79.9

30'

30'

0 9 20 1 2 3 4 5 6

S 9° 45' 1069.3'

PUC C 727.9

JEFFERSON

℄ State Highway ℄

LEGEND

Shows easement for drainage facilit

Shows property to be sold to Stat

Shows S.P. Co. property line

Shows Future trackage

728.8

Silverton 1.5 Mi.

Mt. Angel 2.

No. 649

64+03.5

To Woodburn

30'

30'

6 7 8 9 30 1

S 9°45' E 466.4'

60'

20'

Parcel-13
Easement for

PUC CC 728.2

Sell property (0.03 Acres±)
Parcel-5

COUNTY ROAD

facilities

to State

OREGON DIV'N.
DRAWING PC-37
SHEET NO. 1

728.8

Silverton 1.5 Mi.

Mt. Angel 2.7 Mi.

64+03.9

No. 649

(728.84) Trestle

183' O.D.

CREEK

To Woodburn

30'

30'

15'

Parcel-13
Easement for drainage facility
(5250 sq. Ft.)

+00

+50

State Highway ℄

PUC CC 728.2

ABIQUA

COUNTY ROAD

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
WOODBURN-SPRINGFIELD Br.

SILVERTON

Sell property and grant easements to State of Oregon

Scale 1"=100' LGH December 31, 1965
Rev. April 20, 1966

DRAWER

Sec 15 — Sec 22

PUC CC 7296

To Springfield

5 | 6 | 7 | 8 | 9 | 10 | 1 | 2 | 3

15'

+85

+85

N 9°45' 1017.50'

Parcel-B
Easement for roadway (1500 Sq. Ft.)

S 89°00' W 106.40

Co. Road No 646

LEGEND

Shows easement for drainage
Shows easement for road.
Shows property to be sold to Sta
Shows S.P.Co. property line

(729.85)

4'x5'x28' crea. box culv.

30'

30'

3 4 5 6 7 8 9 1

100

15'

10

12

Easement for dra

(1125 sq. ft.) P

60'

N 80° 15' E

nage facilities

to State

730

Silverton 2.7 Mi.

Mt. Angel 1.5 Mi.

729.93

36' of 18" C.I.P.

1274.38'

2 3 4 5 6 7 8 9 130

for drainage facility

sq. ft.) Parcel-12

Joll property (1.8 Acres ±)

60'

Parcel-4

Proposed Highway ℄

Hook

Co. Road No 644

PUC CC 7301

130

℄ 15'

2

3

4

5

6

7

0

Easer

+0

+0

S 70° E 115.17

Easement for road (1500 sq. ft.) Parcel-7

(730.29)
3'x4'x45' Cross. Box

9 140 1 2 3 4 5 6 7

15'

Easement for drainage facility
Parcel-11 (750 Sq. ft.)

N 9° 45' W

Sell property (6.964 Acres ±) Parcel-3

S 9° 45' E

730.42
54' of 24" conc. pipe

7 8 9 150 1 2 3 4 30 30 5

45' N 2970.66'

Parcel-3

99.99'

45' E 3006.30

SOUTHERN

Wood

Sell propert
to S

Scale 1"=100'

730.42
54" of 24" conc. pipe

7 8 9 150 1 2 3 4 30' 30 5

°45' W 2970.66'

Parcel-3

99.99'

45' E 3006.30

SOUTHERN

Wood

Sell propert
to S

Scale 1"=100'

OREGON CITY H.
DRAWING PF-15
SHEET NO. 1

160+25

30'

To Woodburn

3 4 30' 5 6 7 8 9 10

99.99'

101.508'

Sec 10
Sec 15

SOUTHERN PACIFIC COMPANY

PACIFIC LINES

WOODBURN - SPRINGFIELD BR.

M.P. 730

Sell property and grant easements to State of Oregon

Scale 1" = 100' LAH December 29, 1965
Rev. April 20, 1966

RECEIVED
JUN 27 1966
FOR FILING

124-1116

6811

3P

May 27, 1966

Roy L. Houck Sons' Corporation
Box 671
Salem, Oregon 97308

Gentlemen:

On April 28 you submitted a bid in the amount of $703,310 for grading, paving and structure on the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Marion County.

The State Highway Commission on May 9 deferred award of this project pending clearance of right of way. This is to advise that today the Commission awarded you the job, which has been assigned Contract No. 6811, with the following understanding:

1) That the Southern Pacific Railroad property on the subject project will not be available for entry by you until July 1, 1966.

2) That the public school property in Silverton between Stations 322+65 and 328+60 on the west side, will not be available for entry until June 20, 1966.

This award is made with the understanding that you will be entitled to an extension of time corresponding to the delay in entry of the railroad property and it is mutually agreed that the State will incur no other liability because of the delay up to July 1, 1966.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By:
C. W. Head, Assistant Secretary

cc Pac. Bldr. & Engr., Enc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.
Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

MEMO TO FILE

DATE: May 23, 1966

SUBJECT: Mt. Angel-Silverton Section
Silverton-Hillsboro Highway

FROM: L. H. Young
Office Engineer

Mr. Roy Houck this date made enquiry as to when the subject-named project would be awarded. Enquiry of Mr. Litchfield indicated that the South Pacific right of way involved in this project was not cleared with that company as yet, and quite possibly would not be cleared for several weeks.

It was determined that South Pacific right of way interfered with the proposed construction at seven locations. Mr. Wymer, Assistant Division Engineer, was instructed to have this right of way marked in the field in a distinctive manner.

The problem was discussed with Mr. Porter, Deputy Highway Engineer, and he agreed that we should award to Roy L. Houck and Sons if they would agree to stay off the South Pacific right of way until the same was obtained, with no liability on the part of the State except to grant an extension of time corresponding to the delay incurred.

I discussed this with Mr. Roy Houck and explained our proposal to him. He desired to have a definite date set at which some compensation might be in order over and above an extension of time. It was determined that the date of July 1, 1966 for delivery of right of way was satisfactory to Mr. Houck and the State. He has taken this matter under advisement and will call us later with his decision.

Memo to File Continued, Based on Subsequent information:

After the foregoing actions had been taken, word came to this office that there were two right of way files on the subject-named job which could not be delivered to the contractor unencumbered. (1.) There is school property in Silverton with cyclone fencing which is to be moved by the owners with a time limit of June 20th. (2.) Right of way file #37-793 at Station 222 - the house was sold at auction and the successful bidder was not required to have the same removed from the property until July 6.

This information was transmitted to Mr. Houck after discussion with Mr. Porter. Mr. Houck was advised that award of the job would be on the same basis as above set forth with these hold dates on the property. He remarked that he did not think these conditions would affect their plan of operation too adversely, and advised that he would call later with regard to his decision to go along or not.

L. H. Young
Office Engineer

LHY: ls

cc: R. L. Porter
F. B. Klaboe
F. Query
F. D. Morgan
T. W. Litchfield
R. D. Asburry
D. H. Moehring
V. Gallagher

RECEIVED
MAY 17 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
124-1116
FILING
111

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 9, 1966

Southern Pacific Company
Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Appraisal of Real Property
File No. 38195
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County
YOUR FILE: 323-3
O-PD-64-19

Gentlemen:

This is in reply to your letter of April 27, 1966 in which you asked for a breakdown of our offer of $15,300 for the easement and fee taking the State proposes to acquire from you on this project.

Our Right of Way people advise me that it is not their practice to give a breakdown such as you ask until after settlement is reached. I suggest in order to resolve this matter you have your Right of Way people contact our Mr. Esthel Benner, Right of Way Supervisor in Salem, so that they may work out any differences which may exist with regard to the property value.

Bids for this project were opened on April 28, 1966, and the low bidder was Roy L. Houck Sons Corporation, P. O. Box 671, Salem, Oregon 97308. We expect to award this project within the next few days.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: Southern Pacific Company
San Francisco

F. B. Klaboe
D. H. Moehring
Esthel Benner
R. D. Asburry

NOTED F. B. KLABOE

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209
DUNSMUIR, CALIFORNIA 96025

V. R. RUSSELL
ASSISTANT SUPERINTENDENT

323-3
O-PD-64-19

April 27, 1966

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon, 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Acknowledge receipt of your letter of April 25 regarding appraisal of real property, file No. 38195, Mt. Angel-Silverton Section of Hillsboro-Silverton Highway, Marion County.

Please advise the breakdown on your offer of $15,300 as to the easement and fee taking so that we may understand the price to be given for each parcel of property.

Yours truly,

A W Kilborn

COPY TO MOLHRING — CAN WE SUPPLY THIS INFO ?

E

Routing

Morgan	Pease E
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	I Litchfield E
Swan	Olson

RECEIVED
APR 28 1966
CONSTRUCTION DIVISION

RECEIVED
APR 26 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

124-1116

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 25, 1966

Southern Pacific Company
Union Station
Portland, Oregon 97209

Re: Appraisal of Real Property
File No. 38195
Mt. Angel-Silverton Sect.
Hillsboro-Silverton Hwy.
Marion County
YOUR FILE: 323-3
O-PD-64-19

Attention: Mr. E. A. Kendrew

Gentlemen:

In my letter of April 15, 1966 I advised you that as soon as our Right of Way Division had completed the appraisals of the property detailed and descriptions submitted with that letter, we would be in a position to make you a firm offer for your land.

This is to advise that the appraisal has now been completed and reviewed and we are now in a position to make you an offer of $15,300 for the land as detailed in the descriptions dated March 31, 1966.

Bids on this project are scheduled to be opened on April 28, 1966.

Very truly yours,

F. D. Morgan
Construction Engineer

By

SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

TWL:bjm;nh

cc: Southern Pacific Company - San Francisco
F. B. Klaboe
D. H. Moehring
R. D. Asburry

FORM S-123

RECEIVED
MAR 23 1966

COMMISSIONERS
JOHN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
VASCO
DAVID W. STIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

134-1116

L.S. 11

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

March 21, 1966

City of Silverton
City Hall
Silverton, Oregon

Attention: Mr. Robert E. Borland
City Manager

Re: Sidewalk Entrance Adjustments
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County

Gentlemen:

Attached hereto is a list of 4 sidewalk entrances which will have to be moved during the construction of the above project. It is our understanding that these entrances are there under permit by the City and we therefore request the City to have the owners remove the same.

If there are any questions regarding this matter, please contact Mr. E. J. Hall, our project Resident Engineer, at P. O. Box 30, Salem, Oregon 97310.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

cc: F. B. Klaboe
F. D. Morgan
Ted Litchfield (4)
F. W. Sugnet
F. T. Lacey
E. J. Hall
G. W. Ross
C. H. Maison
R. D. Asburry

Form S-40

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 6 OF 9 SHEETS

City of Silverton
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County
List of Conflicts

Item	Station	Dist. from C/L Indicate	Direction	R/W	Private	Remarks
Sidewalk						
Entrance	334+88	22'	W	X		In sidewalk. City to have adjustment made.
Sidewalk						
Entrance	336+57	22'	W	X		In sidewalk. City to have adjustment made
Sidewalk						
Entrance	336+72	22'	E	X		In sidewalk. City to have adjustment made
Sidewalk						
Entrance	336+90	22'	W	X*		Inside walk. City to have adjustment made

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APR 14 1966
FOR FILES

124-1116

6811

March 16, 1966

447
446

Mr. Robert L. Borland
City Recorder
City Hall
Silverton, Oregon

Agenda Item
4 J
3-8-66

Dear Mr. Borland:

We are enclosing for your records a fully executed copy of a Construction-Abandonment Agreement pertaining to Mt. Angel-Silverton section of Hillsboro-Silverton Highway in Marion County.

A conformed copy of the agreement has been sent to Marion County Board of Commissioners for their records and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lb
Enclosure

cc: Marion County Board of Commissioners
H. S. Cox
Attn: Don Harwell
(Conformed Copy)

FILED
FEB 16 1966
FOR FILING

February 15, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 8 Commission meeting will be a construction/abandonment agreement with the City of Silverton pertaining to the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway No. 140 (ORE 214) in Marion County.

This agreement provides for construction of the project, relocation of utilities, parking restrictions, grade revisions, and abandonment of short segments of the Cascade Highway No. 160 and Silver Creek Falls Highway No. 163 as required by relocation of the Hillsboro-Silverton Highway No. 140.

Upon completion of the project, the City will assume maintenance, jurisdiction, and control of the portion of right-of-way, including any sidewalks, lying outside the curb line of the project.

The project is currently scheduled for the April bid letting and estimated to cost approximately $1,700,000.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
H. S. Cox
C. H. Maison
R. D. Asburry

RU:mm bg

RECEIVED
APR 14 1966
FOR FILING

124-1116
6211

MISC. CONTRACTS and
AGREEMENTS No. 2012

March 17, 1966

Agenda Item
4m
3-8-66

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Construction Agreement (letter form) pertaining to Mt. Angel-Silverton Section of Hillsboro-Silverton Highway in Marion County.

A conformed copy of the agreement has been sent to the Cities of Mt. Angel and Silverton for their records. A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Buery, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: City of Mt. Angel
City of Silverton
H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
MAR 1 - 1966
FOR FILING

Const
R/W
Hillsboro Silverton So a

February 28, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 8 meeting will be a construction agreement (letter form) with the Marion County Board of Commissioners pertaining to the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway No. 140 (ORE 214) in Marion County.

This agreement provides for construction of the project by the State, including reconstruction of county road connections and, upon completion of the project, the State will assume maintenance of the highway and retain jurisdiction, and control. The County will assume maintenance, jurisdiction, and control of the portions of reconstructed roads to retain continuity of travel on the local road system.

The County and cities involved, by agreement of July 14, 1964, will assume the existing alignment of the Mt. Angel-Silverton Section.

The project is currently scheduled for the April bid letting and estimated to cost approximately $1,700,000.

Agreements with the City of Mt. Angel and Silverton will also appear for your approval at the March 8 meeting.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Morgan
E. S. Hunter
R. D. Asburry
C. H. Maison

DNH:mm bg

RECEIVED
APR 14 1966
FOR FILING

124-1116

6811

March 16, 1966

MISC. CONTRACTS and AGREEMENTS No. 3011

Agenda Item 4K 3-8-66

Mr. Norman O. Stewart
City Recorder
City Hall
Mt. Angel, Oregon

Dear Mr. Stewart:

We are enclosing for your records a fully executed copy of a Cooperative Construction-Finance Agreement covering Mt. Angel-Silverton Section of Hillsboro-Silverton Highway in Marion County.

A conformed copy of the agreement has been sent to Marion County Board of Commissioners for their records and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

SS
Enclosure

cc: Marion County Board of Commissioners
H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
FEB 16 1966
FOR FILING
Comm
2 cys
Hillsboro - Silverton
Mt. Angel

February 16, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 8 meeting will be a cooperative construction-finance agreement with the City of Mt. Angel pertaining to the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway No. 140 (ORE 214) in Marion County.

A companion agreement with the City of Silverton will also be before you at this meeting.

The agreement with the City of Mt. Angel provides for construction of the project, relocation of utilities, parking restrictions, grade revisions, and maintenance upon completion of the project. It further provides for construction of curbs along both sides of the Hillsboro-Silverton Highway within the city limits.

Upon completion of the project, the City will assume maintenance, jurisdiction, and control of the portion of right-of-way, including any sidewalks, lying outside the curb line of the project.

The project is currently scheduled for the April bid letting and estimated to cost approximately $1,700,000. The City of Mt. Angel has deposited a check for $1,000, with a balance of $1,000 due prior to February 10, 1967, for the cost of curbs.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
H. S. Cox
R. D. Asburry

DNH:mm bg

Copy.

No. 158

[illegible]

WHEREAS; the Common Council of the City of Albany, Oregon deems it necessary for the future development of the city and for the health, safety, and peace of the citizens of this community:

[illegible] OF ALBANY, OREGON, DO [illegible]:

1 - That the City of Albany intends, at a future date, to build a city street on the old Willamette Pacific right-of-way and said street to be on the EAST side as indicated as an arterial on a map made by the Common Council (filed [illegible]).

2 - That this Council finds there is a need for a new highway and should have approaches allowed for in the construction of said new highway at the proper intersections.

Dated this 7th day of February, 1966

Approved: Leonard R. Fraser
Mayor

Passed by the Council: Feb. 7, 1966.

Submitted to the Mayor: Feb 10, 1966

Filed in the office of the City Recorder:

Approved: Feb 10, 1966

Attested: Norman O. Stewart
City Recorder
Albany, Oregon

RECEIVED
FEB 11 1966
CITY RECORDER
ALBANY CITY DIVISION

cc: Mabee - Query - Morgan - Asbury
State of Oregon

RECEIVED
FEB 25 1966
ENGINEER & CITY DIVISION

COUNCILMEN
ANDREW F. SCHMIDT
CHAIRMAN—FIRE AND WATER
CHAIRMAN—SEWER
CHAIRMAN—FINANCE
CHAIRMAN—PUBLIC HEALTH AND SAFETY
FRED BAUMGARTNER
CHAIRMAN—STREET
EUGENE SEEGLE
CHAIRMAN—PARK AND RECREATION

P.O. Box 605
Mt. Angel, Ore. 97362

LEONARD N. FISHER
MAYOR
PHONE 845-2200

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

P. O. Box 105

MT. ANGEL, OREGON 97362

NORMAN O. STEWART
RECORDER-JUDGE
PHONE 845-2525

WALTER KRUSE
TREASURER

LUCILLE ANDERSON
CITY SECRETARY

Feb. 24, 1966

NOTED
RICHARD UNREIN

Mr. Richard Unrein
403 State Highway Bld.
Salem, Ore. 97310

Dear Mr. Unrein:

Re: Proposed State Highway and proposed East-West arterial and their intersection in Mt. Angel, Oregon.

Enclosed is the location map for the above project. The agreements reached at last nites meeting of the planning commission and the Council of Mt. Angel, Ore. in respect to the above are as follows:

1. The right of way is to be 60 feet for the arterial.

2. The pavement width is to be 44 feet.

4. The north curb of the arterial is to be on a line with the existing pole line.

The enclosed location map shows both the point and the angle of intersection of a line 10 feet north of the pole line on the eastern part of the location map. Owners of the property on which the street would be built have indicated they would oppose the project unless the north curb line was on or just south of the present pole line. No one on the committees involved find any objection to this and the proposed north curb line would then determine the location of the new street with the right of way being symetrical to it. The portion of the proposed arterial west of the proposed State Highway would intersect at the same point as the eastern portion but at a slightly different angle as indicated on the location map.

Additional information, if necessary, should be available from the firm of Solberg & Kirscher Land Surveyors, Inc., 431 Lancaster Drive N.E. Salem, Oregon who made the survey.

A resolution to the effect of the above statements will be forth coming at the next regular session of the Mt. Angel Councilon Mar. 7, 1966. This forth coming resolution will supplement a previous one approved Feb. 7, 1966 stating that proposed east-west street would be built in the near future of which a copy was sent to your office. Trusting that this is the required information, I am

Respectfully,
Fred Baumgartner.
Ch of Street Comm

NOTED
FLOYD QUERY

cc: HALL
Klobce
Barbee
Query

CHUR

BUT

ST.

1

100'

16'

100'

60'

I.R.

200'

335.00'

GARFIELD

HUB FOUND
109 + 48.14.

I.R.

66.27'

74.59'

P.G.E. CO.

75'

I.P.

105.03

117.65'

78° 56'

65'

I.P.

I.P.

I.P.

97° 59'

I.R.

10'

MT. ANGEL FARMERS
UNION WAREHOUSE CORP.

MAIN

ST.

I.P.

BENEDICTINE SISTERS

S.P.R.R.

℄ PROPOSED HIGHWAY

CHURCH ST.

BUTALAS ADDITION

2 3 4 5

ST. ST. ST.

CLEVELAND ST.

SHERIDAN ST.

OAK ST.

335.00'

I.P.

75'

10'

POWER LINE

WACHTER WACHTER

LOCATION MAP FOR CITY OF MT. ANGEL

DATE: 2/19/66 BY SCALE: 1" = 100'

REGISTERED OREGON

ST.

MAIN

MT. ANGEL FARMERS
UNION WAREHOUSE CORP.

BENEDICTINE SISTERS

I

100'

16'

100'

60'

I.R.

200'

335.00'

ST.

GARFIELD

HUB FOUND
L3 109+48.14'

I.R.

66.27'

74.59'

P.G.E. CO.

75'

I.P.

105.03'

117.65'

I.P.

I.P.

78° 58'

65'

I.P.

I.R.

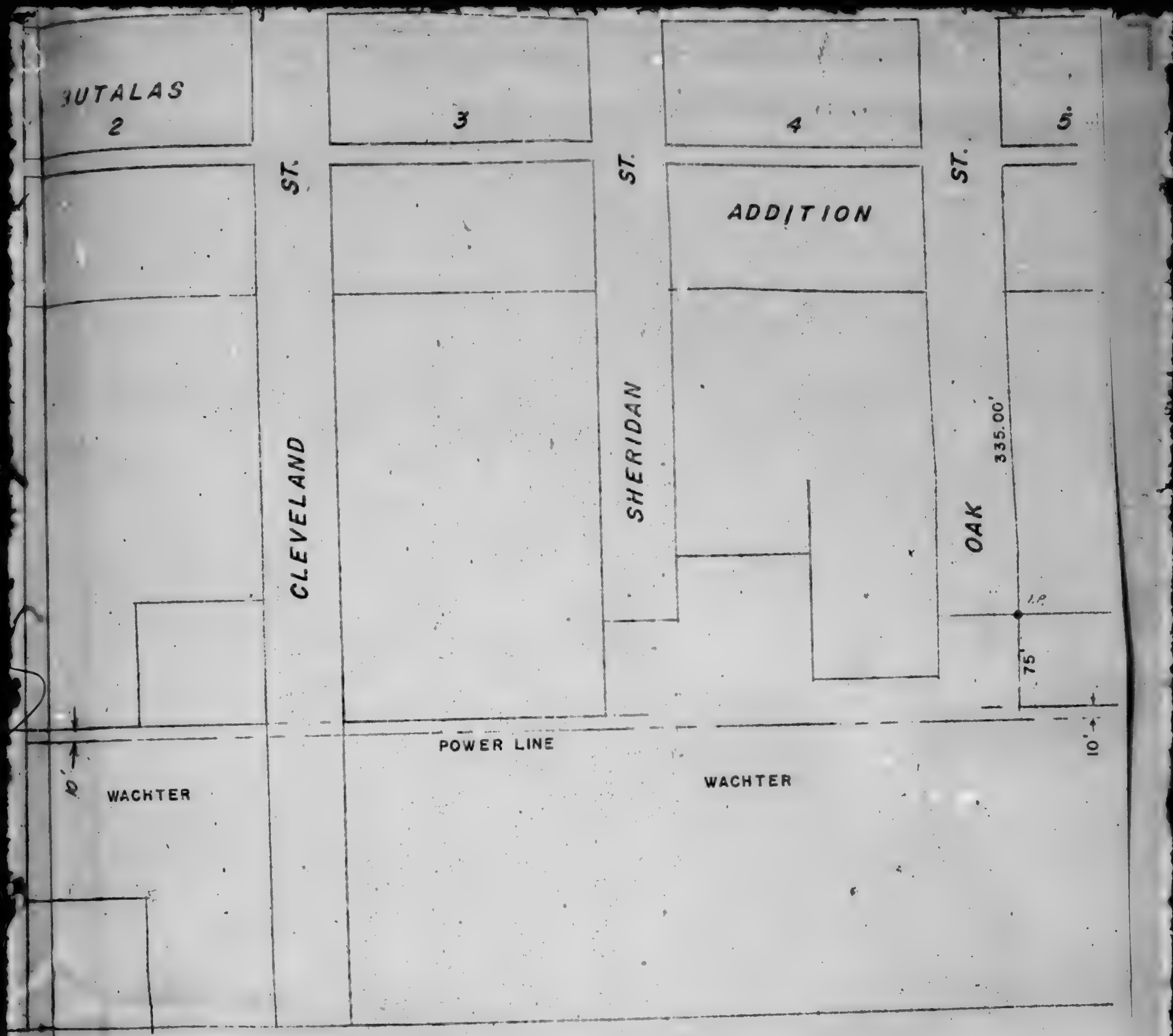
97° 59'

10'

S.P. R.R.

℄ PROPOSED HIGHWAY

HUB AT



LOCATION MAP
FOR
CITY OF MT. ANGEL

DATE: 2/19/66 BY SCALE: 1" = 100'

NOTED
RICHARD UNREIN

REGISTERED
OREGON
LAND SURVEYOR

Albert B. Solberg

RECEIVED
FEE
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
FEB 8 1966

Route to Cooper Porter

FOR FILING

124-1116

6811

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1966

To: Memo to the Files:

SUBJECT: Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County

NOTED

A meeting was held in Mr. Morgan's office at 9:00 AM January 31, 1966 with representatives of the Mt. Angel College, Planning Commission, City Council, Chamber of Commerce and Mid-Willamette Valley Planning Council. Attached is a list of those attending, along with their positions.

Of primary interest was a request that we provide left turn refuges and right turn waiting lanes for vehicles wishing to turn into the proposed college parking lot entrances at approximately Station 119+50 (Acadamy Street) and Station 124 and into the proposed new City east-west arterial street approximately Station 110. These moves aremade across the railroad which is immediately to the west of our new facility. At times of train movement and possibly during switching operations for the Mt. Angel Farmer Union there will be closures of these entrances and the street for short periods, requiring northbound vehicles wishing to make a left turn and southbound traffic wishing to make a right turn to stop in the lane of traffic or pull onto the shoulder and wait for the track to clear.

They were advised that this matter would be studied to determine what problems would be encountered such as RR encroachments, added R/W and expense. The City is to document their intentions in regard to construction of the new east-west arterial street. The college has architects working on plans for the parking lot along with the rest of the college expansion and anticipates having the parking lot in existance by the time our construction is complete.

The matter of landscape work and the appearance of the new entrance to the City was brought up and in the discussion the City officials indicated that they wished to have the section curbed both sides out to Acadamy Street and that they would participate in the cost on the basis discussed previously. (Mr. Cox will revise the City agreement to spell this out.) As to landscape, they were advised that little of our property on the railroad side of our new highway would be available since we are as tight to the railroad right of way as possible, with roadbed and slopes taking up most of our area. They thought that they might work out something with the railroad.

We had requested removal of parking on the east side between Charles Street and the alley to the south. We agreed, after discussion, to revise this to eliminate parking from Charles Street southerly to a point 40 feet northerly of the north side of the alley. (Mr. Cox to revise City agreement accordingly).

A request was made for consideration of the State accepting water from a proposed City storm sewer along Acadamy Street and carrying it to some point of disposal. The many problems involved in diversion of water were mentioned to them but since no idea of quantity involved was available, they were requested to supply this information before a final decision could be made.

Plans for future extension of the highway northerly, along the existing route or along the railroad were questioned. They were advised that while a recon had been made several years ago that there were no plans one way or the other and that these could not be until needs and funds would allow a study of the factors that would exist at that time.

A. D. Olson
Urban Engineer

ADO:rw

Attach.

cc: F. B. Klaboe
H. S. Cox
R. D. Asburry

RECEIVED
FEB 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

January 31, 1966

F. D. Morgan	Construction Engineer, Oregon Sta te Highway Department
H. S. Cox	County & City Engineer, O.S.H.D.
L. A. Traeger	Councilman, Mt. Angel
William J. Boyer	Planning Commission, Mt. Angel
George Schmidt	Chamber of Commerce, Mt. Angel
Fred Baumgartner	Chairman of Street Commission, Mt. Angel Council
Leonard N. Fisher	Mayor, Mt. Angel
Joseph J. Birchtold	Planning Commission, Mt. Angel
Raymond E. Cord	Mid-Willamette Valley Planning Council
Mr. Bauman	Council Finance, Mt. Angel
Sister Annella Galden	Assistant Superior, Mt. Angel
Sister Alberta Diekes	President, Mt. Angel College
Sister Adele Mansfield	Building Superintendent, Mt. Angel College
F. B. Klaboe	Assistant State Highway Engineer, O.S.H.D.
A. D. Olson	Urban Design Engineer, O.S.H.D.
D. J. Barbee	Assistant Construction Engineer, O.S.H.D.

RECEIVED
JAN 31 1966
FORM 8430 6CM 2-66 SP*6470-784

FOR FILING
124-1116
6211

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1966

SUBJECT: Closure of Highway
Mt. Angel College Area
Hillsboro-Silverton Highway

To: Mr. Forrest Cooper
State Highway Engineer
D e p a r t m e n t

A Mr. Frank Poepping, Route 1, Box 157, Mt. Angel, was in this office today. He stated that he had recently read in a local paper where a decision was going to be rendered this coming week of whether or not the existing Hillsboro-Silverton Highway, State Route 214, in the vicinity of the Mt. Angel College would be closed. He was quite interested in this and had circulated a petition regarding this closure. He left a copy of this petition in this office which I assured him I would forward to you, a copy being attached. He stated he was also going to leave a copy of this petition with the County Engineer or County Board of Commissioners.

file - Not a state highway problem 1/31/66 Oregon

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:am

RECEIVED
JAN 31 1966
OF
ENGINEER

We, the undersigned, oppose the closing of the present State Highway 214 at the south city limits of Mt. Angel, Oregon. The proposed closing would make the route to Mt. Angel longer plus an additional railroad crossing which would be a 50% blind crossing, making a hazardous railroad crossing for both the railroad the the motorist. Also it would lower the value of some of the property close to the city limits. We propose a under or over pass to take the place of the existing cross walk and leave the route of the present State Highway 214 as is.

James E Egan 2895. Wann St Monmouth, Oregon
Leo Kalkhoff R 2 Box 170 Aumsville
Laverne Norton Rt 2. Box 64 Woodburn Ore
Ben Zitzelberger R. 1. Box 189 Mt Angel Ore
Glen D. Burton Rt. 1 Box 53 e Silverton
Orville Nelson Salem 3653 Elvis St. N.E.
Melvin Brenden Silverton Ore R #2 Box 143
H Lutz Silverton R #2 Box 292 A
S. E. Brody RT. 2 Box 56-B Silverton
Vince Nardone 1340 Margarita N.E Salem.
Wm. S. Hunter 4155 Sunnyview Rd NE Salem
Omille Hafell 1134 Shamrock St S.E. Salem
Robert R Metz 7715 Larden Rd NE
Axel O. Elton Silverton R. R. No 2 - Box 293
Oscar B Hanson 2645 Windsor Ave N.E. Salem Ore.
Floyd Stoltenberg 4505 Japonica NE. Salem, Oregon
Elmer Bolliger Box 66 n Silverton
James H. Lewis 491 Liberty St. Salem, Oregon
Anthony F. Mason 413 Robin Hood Stayton Ore

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

RECEIVED FEB 19 1968 FOR FILING

Section MT. ANGEL - SILVERTON Highway HILLSBORO-SILVERTON (FA 102) County MARION Prefix 124-4-11

Res. Engr. E. J. Hall Approx. Length 4 Miles. Sta. 100± to Sta. 336± Date 1-22-68

Truck A.D.T. 121 Traffic Coefficient 8.2 18 kip s.a. per day 84.9.

Annual Precipitation 50"± Frost Penetration - - -.

(1)
Typical Soil

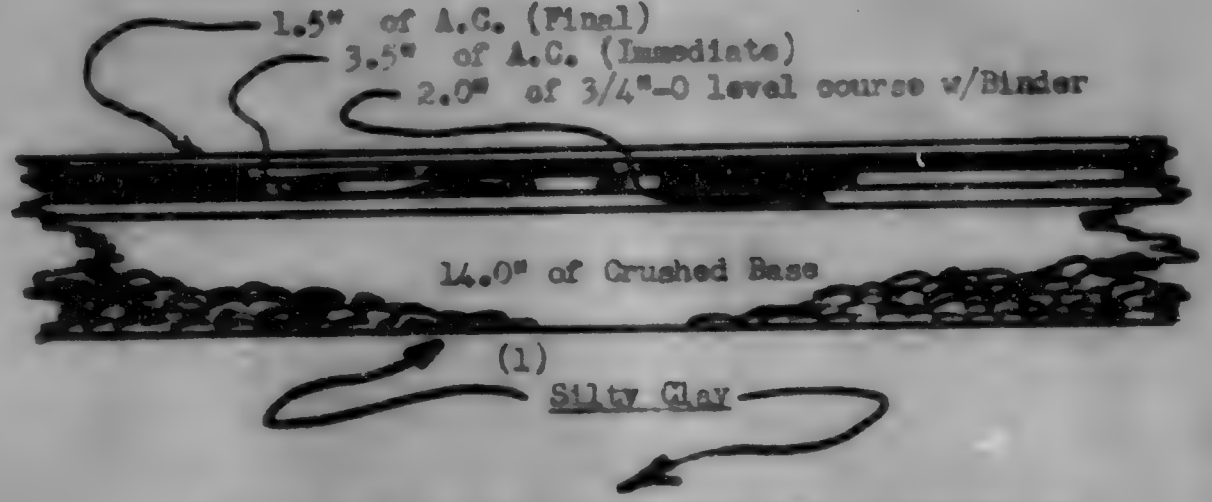
33	LL
4	PI
100	%P 10
91	%P200
0	%Gravel
4	%C Sand
5	%F Sand
47	%Silt
33	%Clay
19	"R" Value

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.



Project Base Design resubmitted due to changes in laboratory testing procedures and method of determining traffic coefficients.

CBE Total Req.	Credit	Actual Thick.	
	3.0	1.5	A.C. (F)
	7.0	3.5	A.C. (I)
	2.0	2.0	Level
	14.0	14.0	Cr. Base
26.0	26.0	21.0	

68111

124-4-11

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by E. J. Hall for Staff Assistant

Recommended by R R Woods Engineer of Materials

Recommended by Construction Engineer

Approved by F B Klaboe Asst. State Highway Engineer

MT. ANGEL - SILVERTON
HILLSBORO-SILVERTON HWY. (FA 102)
MARION COUNTY

"OUTER LANE"

Truck ADT	A.C. Wearing Surface	3/4"-0 Level	Crushed Base	CBR Req.	Act. Thick.
30-90	3.5"	2.0"	15.0"	24.0"	20.5"
8-30	3.0"	2.0"	13.0"	21.0"	18.0"
1-8	2.0"	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use "CBR Req." column for total thickness requirment and table below.

Values assigned various components of the pavement structure:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(See Standard Specs. plus 8% maximum P# 200 sieve and "F" Value = 70 minimum)

SECTION: MT. ANGEL - SILVERTON

HIGHWAY: HILLSBORO - SILVERTON (PA 102)

COUNTY: MARION

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1260 (Total)

B. Future ADT 2450 (Total)

C. Mean ADT 1855 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 13 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 6.5% x (C) 1855 = 121

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 121 x (H) 100 % = 121

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$

where K = 4.669

= 8.2

SECTION: MT. ANGEL - SILVERTON

HIGHWAY: HILLSBORO - SILVERTON (FA 102)

COUNTY: MARION

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A. C. or Oil
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: See remarks
14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this section as this project in most part will consist of low fills to heights of 6'±, over a poor foundation soil. Minor settlement is anticipated and A.C. is more desirable for restoration of these problem areas.

RECEIVED
JAN 24 1966
COMMISSIONERS
FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH MS FREDERICK, JR., MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

124-1116

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 21, 1966

Southern Pacific Company
Union Station
Portland, Oregon 97209

Re: Preliminary Plans
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County

ATTENTION: Mr. E. A. Kendrew

Gentlemen:

This is in reply to your letter of January 5, 1966 concerning the proposed encroachment on railroad property from Crossing CC-728.2 southerly to Crossing CC-727.72.

Enclosed you will find your Drawing #F-984 on which we have shown (in green) the revised centerline and right of way of the proposed highway.

NOTED
F. B. KLABOE

This revision should allow you room to develop the industrial tract and construct the supporting tracks.

You will also find enclosed 2 sets of preliminary plans of this section. Please disregard Sheets No. 9 and 10. These two sheets are being revised to show the new alignment and will be mailed to you as soon as they are available.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RMF:bjm

encs.

cc: Southern Pacific Company - San Francisco

cc: F. B. Klaboe
D. H. Moehring
R. D. Asburry

RECEIVED
JAN 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 25 1966

FORM E-90 50M 3-65 SP*6470-754

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1966

124-1116

6811

To: Mr. Victor D. Wolfe
Administrative Assistant

ADMINISTRATION

SUBJECT: File No. 37794-DeGuire
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County

This will reply to your question concerning the possibility of direct access from the DeGuire property to the Mt. Angel-Silverton Highway.

In checking the right of way map, I find that we are acquiring a five-acre strip of land from the DeGuire property paralleling the railroad. There is no severance involved, since the taking is entirely from the westerly edge of a 200+ acre farm.

The existing DeGuire access is apparently to Holbart Road to the south, and possibly another county road to the East.

The Mt. Angel-Silverton project does provide some direct access, but only in those instances where access previously was via driveways which crossed our alignment, or where we severed properties which would otherwise be landlocked.

The next property to the north of Mr. DeGuire is Mr. Humpert's. It is accessed via a roadway leading across the railroad track and running westerly. Without a direct access, his remaining 62 acres would be landlocked.

I cannot recommend that we deal with Mr. DeGuire on any basis other than "no access to the relocated Mt. Angel-Silverton Highway."

G. E. ROHDE
Chief Counsel

By D. H. Moehring

D. H. Moehring
Right of Way Engineer

DHM:sm:mk

RECEIVED
JAN 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
VICTOR D. WOLFE

2602

1-26

COUNCILMEN

ANDREW F. SCHMIDT
CHAIRMAN—STREET AND FIRE & WATER

LEO TRAEGER
CHAIRMAN—SEWER

IVO BAUMAN
CHAIRMAN—FINANCE AND JUDICIARY

DONALD HUEBSCH
CHAIRMAN—PARK & RECREATION

NORMAN O. STEWART
CHAIRMAN—PUBLIC HEALTH AND SAFETY

FRED BAUMGARTNER

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

LEONARD N. FISHER
MAYOR
PHONE 845-2800

EDWARD SCHAECHER
RECORDER
PHONE 845-2879

WALTER KRUSE
TREASURER

MOUNT ANGEL, OREGON

January 11, 1966

Klaver
Pleasure pit

State of Oregon, Highway Department
Mr. Forrest Cooper, State Highway Engineer
Highway Building
Salem 10, Oregon

Dear Mr. Cooper:

As construction of our new Silverton - Mt. Angel Highway nears, we would like to take this opportunity to thank you and the State Highway Department for your parts in developing this great project.

While this project meets with our complete support there are and have been several points of construction that are not clear to us; we are however, confident that the Highway Departments construction plans will be to our satisfaction.

The areas of concern in this project are as follows:

1. What was finally decided for the intersection at Main and Church streets in Mt. Angel?

2. What are the present specifications for Curbs and Storm Sewers on the entry to Mt. Angel?

3. What allowances can be made for additional tie-ins from new roads to the highway in South Mt. Angel?

4. What will the general grade of the highway be?

5. What has been definately decided for the tie-in of this highway to the Salem highway in Silverton?

These are general points and are no doubt specified in your construction specifications. For our general information we would like to understand better the details of these points.

Porter

We have discussed these points in the past with your engineers, but they were not specific and our understanding of this information is still very vague. The City Council would like to have a top level meeting with your department in order that we might understand fully your proposed construction program and plans. Please advise as to the feasability of such a request.

Respectfully,

Fred Baumgartner

Councilman Fred Baumgartner
Chairman Street Committee
City of Mt. Angel
Mt. Angel, Oregon

FB/la

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JAN 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 12 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 5 1966

FOR FILING

124-1116

6811

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1966

SUBJECT:

To: MEMO TO FILE

On this date, I discussed with Chairman Jackson and Commissioner Simpson the routing of Highway 213 in Silverton. This matter was the subject of a resolution of the City Council of Silverton dated December 13, 1965, and reported by me to the Commission on December 20.

The Commission issued instructions that nothing was to be done on the project at this time, as a new route will be constructed in the future when funds are available, skirting the hilly portion of the route in Silverton.

Mr. Porter: Please prepare an appropriate letter to the City.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
R. D. Asburry

RECEIVED
DEC 27 1965

FORM E-30 80M 7-64 SP*6229-734

FOR FILING
124-1116
EXH 11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1965

SUBJECT:

To: MEMO TO FILE

On this date, I discussed the matter of possible abandonment of the existing section of the Hillsboro-Silverton Highway just southerly of Mt. Angel with County Engineer John Anderson.

Mr. Anderson stated that he had discussed this matter with the Sisters of Mt. Angel College and also with the City of Mt. Angel.

It was Mr. Anderson's impression that it would not be possible to close the existing section, as suggested by the Sisters, for various reasons, including the circuity of travel and the railroad crossings involved.

While no definite decision was made, it appears that the project is going to have trouble getting off the ground. For this reason, I believe that we should proceed with right-of-way acquisition with Mt. Angel College after explaining to them that there appeared to be problems involved which would cause delays in getting our new project (Mt. Angel-Silverton) under construction.

I believe that the door should be open for future negotiations but that we should now, if possible, acquire the needed right-of-way on a cash purchase basis.

Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
R. D. Asburry

RECEIVED
DEC 21 1965
COMMISSIONERS
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDWARD HUEFSCHMIDT, PORTLAND
LEONARD R. HALL, CHARLESTON

124-1116

6811 ber --, 1965

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

RECEIVED
DEC 21 1965
CONSTRUCTION
DIVISION

Routing
Pyatt
Morelock
Trout
Scott
Wills
Litchfield
Olson
Swan

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

NOTED
E. B. KLABOE

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Reference is made to the following listed plan title sheets and prospectuses of highway construction projects transmitted to us by your letters dated November 10 and December 9, 14 and 16, 1965 respectively.

Mt. Angel-Silverton Section, Hillsboro-Silverton Highway, Marion County.

Twomile Creek Section, Oregon Coast Highway, Coos County.

Fish passage must be maintained at Abiqua Creek and Twomile Creek crossings.

Malheur River Bridge, Central Oregon Highway, Malheur County Bridge #1407A.

As stipulated in our Memorandum of Understanding, Modification #1, we will concur with the recommendations of the Oregon State Game Commission on all road projects located in Malheur, Harney and Lake Counties.

Astoria-Big Creek Section, Columbia River Highway, Clatsop County.

In our letter to you dated November 18, 1965, we requested passage on Marys, Bear and Ferris Creeks. John Day River crossing must also have fish passage.

We would appreciate your favorable consideration regarding the above-listed projects.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission

12-21-65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (2)
A. F. Parson (2)

RECEIVED
DEC 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

fp

JOHN A. ANDERSON, B. E.
COUNTY ENGINEER

RECEIVED
DEC 22 1965
F[illegible]NG

TI'ED. KUENZI
ASST. COUNTY ENGINEER

NACE
NATIONAL ASSOCIATION OF COUNTY ENGINEERS
CHARTER MEMBER

124-111C

C 211

KLABOE

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
AREA CODE 503 364-4401, EXT. 53
SALEM, OREGON 97301

December 20, 1965

The Honorable Board of Commissioners
of Marion County
Courthouse
Salem, Oregon

C

O

Gentlemen:

I wish to report on the meeting I had on December 14, 1965 with representatives of Mt. Angel College and the City of Mt. Angel regarding a proposed highway vacation. A condensation of report of the meeting is herewith attached.

I will keep you advised as to any further information that comes to this office.

Very truly yours,

P

NOTED
R. L PORTER

John A. Anderson
County Engineer

NOTED
F. B. KLABOE

Y

JAA:mb
cc: Mt. Angel College
City of Mt. Angel
Forrest Cooper
Marion County Planning Commission

RECEIVED
DEC 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

JOHN A. ANDERSON, P. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

NATIONAL ASSOCIATION COUNTY ENGINEERS NACE
CHARTER MEMBER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
AREA CODE 503 364-4401, EXT. 53
SALEM, OREGON 97301

December 20, 1965

Memorandum regarding meeting of County Engineer with Mt. Angel College and representatives of City of Mt. Angel, December 14, 1965.

(1) Those in attendance were: Sister Mary Annella, Sister Alberta, Ivo Bauman, Fred Baumgartner, Joe Berchtold and myself.

(2) Discussion was held concerning a proposed vacation of a portion of the existing State Highway through the City of Mt. Angel after completion of the Mt. Angel-Silverton Highway, scheduled for fall, 1966. Apparently, this request stems from the plan as outlined by the architect for the Mt. Angel College -- specifically, Mr. Hosey.

(3) Background: the Board of County Commissioners, the County Engineer and Mr. Forrest Cooper met on Friday, December 10 to discuss a proposed highway vacation as previously with Forrest Cooper by representatives of the Mt. Angel College and their architect. As a result of the meeting, the County Engineer was instructed to gather further information and report to the Board of Commissioners.

(4) The following was the essence of the discussion at the meeting December 14. If there are any corrections or additions by the participants, please to not hesitate to advise this office.

(a) John Anderson opened the meeting by discussing the over-all highway situation as proposed by the closure of the present highway. He indicated that there might be some advantages resulting from the proposed closure, but there were also some disadvantages.

Briefly, the advantages to the proposed closure would be mainly, in relieving traffic at the intersection of West Church Street and the old and new higway. The disadvantages appeared to be circuitous routing, the decreased access to properties north of the college, the increase in the number of railroad crossings, and the cost of additional road construction.

(b) Sisters Annella and Alberta stressed the rapid growth of the college, the plans developed by their architect which

would necessitate the utilization of a portion of the old highway and the traffic hazard that currently exists. The sisters indicated willingness to consider dedicating additional right-of-way at the south edge of their property on which a relocated connection could be made from the old to the new highway.

(c) Mt. Angel representatives, particularly Ivo Beuman expressed concern that this discussion was taking place at this time. He felt it was premature, in view of the fact that the City of Mt. Angel had contracted with the Mid-Willamette Valley Planning Commission to undertake an arterial grid study. He felt that it was not imperative that this matter be resolved immediately, but should await the results of said study.

(5) It was the decision from the meeting that the Mt. Angel College would make application for a proposed highway vacation through normal channels, that is, the Mt. Angel Planning Commission. From there, the City of Mt. Angel would refer it to the Mid-Willamette Valley Planning Council for study.

The above is a brief report on the meeting, and there may be additions desired by other members present.

John Anderson
County Engineer

JAA:mb

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DEC 14 1965

OR FILE

124-1116

6811

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1965

To: MEMO TO FILE

SUBJECT:

On this date, I had a meeting with the Marion County Board of Commissioners and John Anderson, County Engineer.

The matter of closing the existing section of the Hillsboro-Silverton Highway immediately southerly of Mt. Angel was discussed. This proposal had been made to me by Sisters Annella, Alberta, and Bernardo of Mt. Angel College on December 9. I explained to the Commission the proposal that the Sisters had made.

The Commissioners instructed County Engineer Anderson to contact the local people re this proposal and to report back to them as to his findings.

Nothing further needs to be done on this matter until I hear from the County.

I called Sister Annella this date and informed her of this action.

Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
R. D. Asburry

RECEIVED
DEC 14 1965
FOR FILING

124-1116
-6811

MEMO TO FILES
December 10, 1965

Hillsboro-Silverton Highway
~~Mt. Angel-Silverton Section~~
City of Mt. Angel

On December 10, the undersigned met with Mr. Ivo Bauman, Chairman of the City Finance Committee in Mt. Angel. The general subject of discussion concerned parking restrictions and the construction of curbs, to be incorporated into a construction agreement between the State and City.

Mr. Bauman indicated that he didn't thing the City Council would object to restriction of parking on the easterly side of the highway from Charles Street to an alley approximately opposite Engineer's Station 103+40 and along the easterly side of an island formed by the highway, Main Street, and Church Street.

In a letter of June 24, 1965, Mr. Bauman presented a counter-proposal of earlier correspondence in regard to sharing the costs of curbs and storm sewers for both sides of the project within the city limits. His counterproposal stated that the City would share the costs of the proposed curbs and storm sewers in an amount not to exceed $1,000. I informed him that the State would be willing to construct curbs and storm sewers on the easterly side of the project from the beginning of the project to the southerly city limits and on the westerly side of the project from the beginning of the project to approximately opposite Engineer's Station 107+50 if the City would contribute $1,000 as its share of said construction. Mr. Bauman did not object to this proposal; therefore, I told him that this would be included in an agreement that would be presented to the City Council in the near future for its consideration.

Richard Unrein
Field Engineer
County and City Division

RU:mm

cc: F. B. Klaboe
F. D. Morgan (attention D. J. Barbee)
F. L. Hall
R. D. Asburry

NOTED
F. B. KLABOE

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DEC 15 1965

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DEC 30 1965
SP*6229-734

Further
124-1116
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1965

SUBJECT:

To: MEMO TO FILE

On this date, I had a meeting with a group of Sisters from Mt. Angel College and their architect, Mr. James Hosey, of Hosey & Rosenberg, 1650 Mohawk Boulevard, Springfield, Phone 746-8245. The Sisters were:

Sister Mary Annella, Convent, Mt. Angel
Phone 845-2234

Sister Alberta, Mt. Angel College
Phone 845-2234, Ext. 71

Sister Bernardo, Mt. Angel

The group presented a plan for the improvement of the campus of Mt. Angel College, which involved closing what is now the existing highway between Mt. Angel and Silverton, so that this segment would not separate their development. In lieu of the existing road, they proposed a connection from the existing highway to the new Hillsboro-Silverton Highway along the southerly edge of the Mt. Angel College property.

It was their hope that an agreement could be worked out between the State (which is building the new road), the County (which is taking over the old road), and the College, wherein they would grant right-of-way for the new county road and right-of-way for the proposed highway at no cost, if the plan could be adopted, and the connecting road along the southerly edge of the College property could be constructed at no expense to the College.

I can see no objection to the plan from the standpoint of the State, as we will be abandoning the existing facility. I told the group that I would discuss the matter with the County to see if something could be worked out.

FC:fn
cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
R. D. Asburry

Forrest Cooper
Forrest Cooper
State Highway Engineer

John Anderson has map

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FOR FILING

124-1116

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1965

To: Memo to the Files

SUBJECT: Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County

NOTED
F. B. KLABOE

At Mr. T. W. Litchfield's, Utility Liaison Engineer, request I met with Mr. Ivo Bauman, Mt. Angel Telephone Company, in his office at 1:30 P.M., November 30, 1965. The installing of an underground cable on the new highway right of way for the Mt. Angel-Silverton Section was discussed. He was informed that a permit for this installation would be necessary and that it was preferred that the installation be one foot inside the right of way and not in the highway shoulder unless absolutely necessary.

He was given a copy of the General Provisions for pole line, buried cable, pipe line, non-commercial signs and miscellaneous operations and/or facility permits. Also, copies of the application and permit to occupy and perform operations upon a state highway were given him.

He was also told to contact the District Maintenance Superintendent, Mr. F. T. Lacey, prior to submitting the application.

It was also suggested that the telephone company, when it installs the cable, go south on Garfield Street to the point of intersecting the proposed highway right of way, thereby bypassing the constricted section at the entrance to Mt. Angel. Mr. Bauman thought this was a good solution.

F. W. Sugnet
F. W. Sugnet
Field Utility Liaison Engineer

FWS:am
cc F. B. Klaboe
T. W. Litchfield

NOTED
F. B. KLABOE

RECEIVED
DEC 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

124-1116

6811

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

December 1, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This letter is in reply to yours of November 10, 1965 which listed ten projects for our approval.

Approval is hereby given for the following listed projects, with recommendations for several of them following:

1. Rufus-Quinton Section, Columbia River Highway, Sherman & Gilliam Counties.
2. Wankers Corner-West Linn Section, FAS 120, Clackamas County.
3. Mt. Angel-Silverton Section, Hillsboro-Silverton Highway, Marion County.
4. Cascade Locks-Mitchell Point Section, Columbia River Highway, Hood River County.
5. Orleans-Calapooya River Section, Corvallis-Lebanon Highway, Linn County.
6. Cow Creek Rest Area, Pacific Highway, Douglas County.
7. Roberts Mountain-Myrtle Creek Section, Pacific Highway, Douglas County.
8. South Umpqua Safety Rest Area, Pacific Highway, Douglas County.
9. Pacific Highway West-South Tigard Interchange Section, Beaverton-Tigard Highway, Washington County.

Regarding the Mt. Angel-Silverton Section, protection is needed for migrant salmonids in the area of the channel change on Abiqua Creek. Siltation should be avoided, and work in the stream confined to the period after July 1.

Routing

Morgan
Dacker
Bond
Berbee
Walker
Glenn
Swan

Peate
Mercleck
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 3 1965
CONSTRUCTION
DIVISION

On the Orleans-Calapooya River Section, it is assumed that a bridge will be used to cross the Calapooya River. This stream contains migrating salmon and steelhead, and consequently any construction in the stream should commence after July 1.

We have not included approval of the Burnside-Big Creek Section in this letter. Our comments regarding this will be sent in a few days, as certain aspects of this project are still being investigated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Kocki

R. O. Kocki
Chief of Liberations

ROK:dm

cc: Director OFC

12-3-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (9)
T. C. Roake
J. E. Morelock
L. W. Rulien (6)
R. D. Asburry (4)
L. R. Chandler (6)
J. F. Putnam (2)

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1965

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Utility Adjustments
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County

Utility adjustments on this section are extensive and it is desirable to have as much of this work as possible completed before our contractor commences his operations.

Please program the Utility work on this section into the construction stage. The estimated costs are as follows:

Portland General Electric Company	$75,000
City of Mt. Angel	3,000
City of Silverton	3,000
Mt. Angel Telephone Company	400
El Paso Natural Gas Company	1,500
TOTAL	$82,900

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
F.B. KLABOE

PGP:bjm

cc: F. B. Klaboe
C. H. Maison
D. H. Moehring
R. D. Asburry
F. W. Sugnet

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 29 1965
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
120-111
6x11

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 28, 1965

Southern Pacific Company
Union Station
Portland, Oregon 97209

ATTENTION: Mr. A. W. Kilborn

RECEIVED
SEP 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Re: Foundation Information
Abiqua Creek
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County
YOUR FILE: 323-3
O-PD-64-19

Gentlemen:

With my letters of August 3, 1964 and April 1, 1965 I sent you preliminary maps of this project.

In order to assist in our design of a channel change of Abiqua Creek, we would appreciate receiving any information you may have regarding the foundation design of your structure at that location. We are particularly interested in the footing elevation of the foundation of the pier at the center of this structure.

Attached for your convenience you will find a portion of a topographic map on which this location is encircled in red.

Very truly yours,

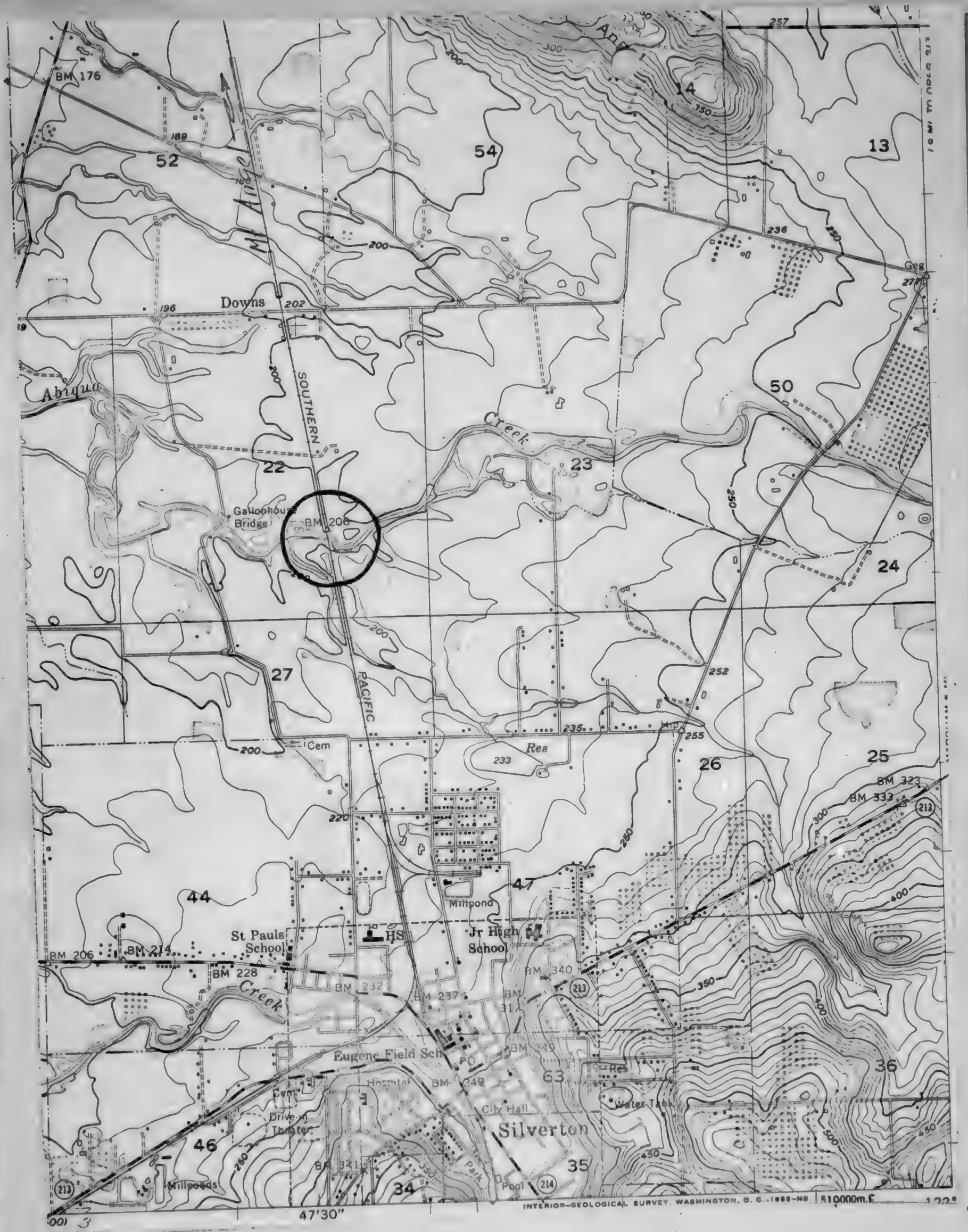
NOTED
F.B. KLABOE

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachment

cc: Southern Pacific Company - San Francisco (w/attach.)
F. B. Klaboe (w/attach.)
R. D. Asburry "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St Pauls School
HS
Jr High School
BM 206
BM 214
BM 228
BM 232
BM 237
BM 340
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Salem, Oregon 97310
August 9, 1965

Mt. Angel-Silverton Section
of the Hillsboro-Silverton
Highway

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

I enclose a copy of a letter to me from Mr. R. E. Borland, City Manager of Silverton. Mr. Borland states that the City desires to upgrade First Street to a 44-foot width. He also asks us to keep them advised as information develops on this matter.

Would you please carry through on these requests.

F. B. Klabee
Assistant State Highway Engineer

FBK:erb

Enclosure

cc: Mr. H. S. Cox

CITY OF Silverton

GATEWAY TO SILVER FALLS STATE PARK

SILVERTON · OREGON

R. E. BORLAND
City Manager

August 4,1965

Mr. F.B.Klaboa,
Assistant State Highway Engineer,
State Highway Department.,
Salem, Oregon.

Dear Mr. Klaboe:

In response to your letter of July 26,1965, I have been directed by the Common Council of the City of Silverton to inform the State Highway Engineer that the City concurs with the proposal to upgrade First Street to a width, curb to curb, of 44' with 8' sidewalks and parking on both sides of the two-way street, as part of the routing of ORE-214.

There is considerable local interest in the routing and construction of the Silverton segment of the highway and Council asks that the City be kept current as information developes in order that local plans and projects may be effectively coordinated.

Sincerely,

R E Borland

R.E.Borland,City Manager.

REB:amn

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AUG 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

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JUL 29 1965

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RLH
Hillsboro Silverton Sec
Spec

July 26, 1965

Mr. R. E. Borland
City Manager
City of Silverton
Silverton, Oregon

Dear Mr. Borland:

In reply to your letter of April 20, we have investigated the various alternatives suggested by you for the construction of a one-way couplet on First and Second Streets.

We find it impossible to justify the expenditure of funds necessary to improve the Second Street section of this one-way couplet. To provide adequate street area on the one-way couplet plan to permit parking on both sides of the street between Main Street and "g" Street, utilizing "g" Street as the end of a one-way couplet, would cost an additional $128,000. There presently are no funds available for the construction of this facility. We do hope, however, to start acquiring the rights-of-way but the addition of $128,000 to the present project would unquestionably delay it even more.

With concurrence of the City, we will, however, recommend to our Highway Commission that we upgrade First Avenue to a 44' curbed street section which would permit parking on both sides of the two-way street. Our normal standard for a two-way street with parking on both sides is 44' curb to curb. To put this on the existing street area in the business section would leave an 8' sidewalk area on each side.

Another alternative would be a 36' curb to curb street permitting two lanes of moving traffic and parking on one side only. This, in turn, would leave a 12' walk area on each side.

Would you please advise the City's desires.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
R. D. Asburry

DJB:rw srb

RECEIVED
APR 21 1965
ENGINEER
COUNTY & CITY DIVISION

CITY OF Silverton

GATEWAY TO SILVER FALLS STATE PARK

SILVERTON · OREGON

NOTED
DON HARWELL

NOTED
H. S. CO.

R. E. BORLAND
City Manager

April 20,1965

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon.

Dear Mr. Cooper:

Reference is made to the Oregon State Highway Department's proposal in regard to the portion of the proposed Mt. Angel-Silverton section of the Hillsboro-Silverton Highway. Specifically, the elimination of the one-way couplet in favor of a two-way facility on First Street.

The City of Silverton feels that the one-way couplet as originally proposed is a much more satisfactory solution to the traffic problem of Silverton than is the use of First Street as a two-way facility.

The one-way couplet would greatly alleviate the left turn problem and would greatly facilitate the movement of traffic through the intersections in the business district. It would also decrease the flow of traffic in the area of the Eugene Field School and parking on both sides of the street could be continued in the business area.

The City Council instructed that I advise you that it recognizes the one-way couplet would be more costly due to necessary rights of way and further that it is cognizant of the problems you face in trying to stretch inadequate funds.

The City Council poses the following question: Would it be within your budget to inaugurate a one-way couplet from Lewis Street northwesterly to "A", "B", "C" or "D" Street, north-bound traffic utilizing one of these streets to return to 1st Street and proceeding toward Mt. Angel via a two-way facility from this point. This would give the City a one-way couplet in the area where traffic is heaviest. If, in future years traffic forced, the one-way couplet could at that time be extended as originally planned.

Please be assured that the Silverton City Council is appreciative of your efforts to give us a much needed modern facility between our City and Mt. Angel.

Finally, I am instructed to advise you that if the above-mentioned compromise is unacceptable to you, the Silverton City Council will instruct the Mayor to sign the necessary agreements based upon your latest proposal immediately.

Very truly yours,

R. E. Borland

R.E.Borland,
City Manager.

NOTE: This office will not make reply until requested — Dontr.

cc: Cooper (attachments)
Porter
Kloboe
Wolfe
Morgan
Osburry

RECEIVED
APR 1 - 1965
FOR FILING

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

124-1116

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 1, 1965

ROUTED
F. B. KLABOE

Mr. Robert A. Borland
City Manager
City Hall
Silverton, Oregon

Dear Sir:

You will recall that on January 15, 1965, I met with you and Mr. J. R. Brown regarding the proposed project on the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway (Oregon 214).

The discussion at this meeting pertained to State's proposal to construct the project utilizing 1st Street as a two-way route rather than the originally proposed one-way couplet on 1st and 2nd Streets. This construction would consist of a 36' curb to curb section with parking restricted to one side only.

The reason for this proposal is the excessive cost of acquisition of additional right of way for the couplet plan which cannot be justified by the projected traffic usage along this proposed route.

You will recall that we discussed various matters pertaining to this project such as traffic counts (present and projected), signalization, project terminus, etc.

Attached are two copies of a small scale map of Silverton, one showing the present traffic pattern and counts with the highway (Oregon 214) routed on 1st Street, and the other showing the present traffic counts using a revised highway pattern as shown in red and yellow on said map. This revised routing was studied and recommended by the Traffic Engineering Division and will function without installation of traffic signals.

This proposal will entail the State's taking over three city blocks of streets (1st Street between Oak and Lewis Streets and Lewis Street between 1st and Water Streets); however, three blocks would also revert to City's jurisdiction (Oak Street between 1st and Water Streets and Water Street between Main and Lewis Streets).

The construction of the proposed project would terminate at Lewis Street and there would be appropriate signing installed to insure the proper routing of the motoring public utilizing these proposed routes.

Would you please study and consider this matter and present it to the City Council for action, then inform this office by letter of the decision reached by the Council.

We appreciate your interest in this matter and invite your inquiries on this or other matters.

Very truly yours,

H. S. Cox
County and City Engineer

By

D. N. Harwell
Office Engineer

DNH:mm
Att.
bc: F. B. Klaboe
F. D. Morgan
R. D. Asburry

RECEIVED
APR 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 29 1965
FOR FILING
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C&11

OFFICE OF THE RECORDER

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

NOTED
R. L. PORTER

(840)

MOUNT ANGEL, OREGON

June 24, 1965

REFERRED TO
KLABOE
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

193
3

Dear Mr. Cooper,

Please refer to your letter of April 15, 1965 and to a subsequent meeting with Mr. F.B. Klaboe and members of your staff on May 4, 1965 on the matter of providing curbs and storm sewers within the Mt. Angel city limits on the proposed Mt. Angel-Silverton Highway.

We have delayed answering your letter of April 15 until we were finally certain of how cities were to fare on apportionment of highway funds. Now we know.

Our counter proposal on sharing of costs on this project was conditioned by the avowed principle of your department that in cases where a city already has curbs and storm sewers that the same would be included in any new project. In our case we have presently not only curbs and storm sewers but a very beautiful entrance into our city. To permit the state to put a country road into the very center of our city appears to us highly imprudent.

One last matter not to be overlooked is the general unpopularity of the new route among the people of the area. The new road will create a traffic bottleneck of extreme proportions, which we understand is still baffling your own engineers.

In the light of these considerations--and only because the councilmen considered curbs and storm sewers essential to the project--the Mt. Angel City Council voted to share the costs of the proposed curbs and storm sewers in an amount not to exceed $1,000.00.

Sincerely yours,
Ivo Bauman

Ivo Bauman
Chairman Finance Committee

copy to FC

RECEIVED
JUN 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 28 1965
OREGON
STATE HIGHWAY COMMISSION

discussed with Mt. Angel officials in Klaboe's office 6-28-65.

RECEIVED
APR 15 1965
FOR FILING

Circuit
RLW
Hillsboro - Silverton Sec
3

April 15, 1965

Mr. Edward F. Schaecher
Recorder
The City of Mt. Angel
Mt. Angel, Oregon

Dear Mr. Schaecher:

Reference is made to your letter of March 31 concerning consideration of providing curbs and storm sewers within the Mt. Angel city limits on the proposed Mt. Angel-Silverton Highway.

As stated in our previous letter of November 25, 1964, we only endeavor to construct such facilities that are warranted. Upon further consideration of this project, we would be willing to present a proposal to the State Highway Commission for this curb and storm sewer work inside the city limits if the City of Mt. Angel would be willing to share the cost. This is our procedure when cities request work of this type to be done in conjunction with highway work. The City's share would be 25 percent of the total actual cost for this work. Our preliminary estimates reveal that the cost for this work would be approximately $8,000. Thus, the City's share would be $2,000. It must be understood that the figure of $2,000 is preliminary and is subject to change as the final design is completed.

Please advise whether or not you are interested in proceeding along these lines.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. H. S. Cox (Please follow up.)
Mr. R. D. Asburry

DLT:fp srb

(22)

COUNCILMEN

ANDREW F. SCHMIDT
CHAIRMAN—STREET AND FIRE & WATER

LEO TRAEGER
CHAIRMAN—SEWER

IVO BAUMAN
CHAIRMAN—FINANCE AND JUDICIARY

DONALD HUESSCH
CHAIRMAN—PARK & RECREATION

NORMAN O. STEWART
CHAIRMAN—PUBLIC HEALTH AND SAFETY

FRED BAUMGARTNER

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

MOUNT ANGEL, OREGON

LEONARD N. FISHER
MAYOR
PHONE 845-2800

EDWARD SCHAECHER
RECORDER
PHONE 845-2879

WALTER KRUSE
TREASURER

March 31, 1965

Mr. Lloyd P. Shaw
State Highway Department
Salem, Oregon

Dear Mr. Shaw:

Referring to your letter of November 25, 1964 regarding curbs and storm sewers within the city limits of Mt. Angel on the proposed Mt. Angel - Silverton Highway.

The Mt. Angel City Council has discussed this matter very thoroughly several times and they still feel justified in requesting the curbs and storm sewers on both sides of the proposed road within the City limits.

We ask that you give this matter further consideration.

Yours very truly,

THE CITY OF MT. ANGEL
Edward F. Schaecher
EDWARD F. SCHAECHER, Recorder

RECEIVED
APR 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 27 1964
FILING
Cover
A/K
Hillsboro-Silverton Ln

November 25, 1964

293

Mr. Edward F. Schaecher, Recorder
The City of Mount Angel
Mount Angel, Oregon

Dear Mr. Schaecher:

Please refer to your letter of October 19 concerning curbs and storm sewers within the city limits of Mount Angel on the proposed Mount Angel-Silverton Highway.

It is our plan to construct a curb and storm sewer on the east side of the proposed route from Church Street to the south limits of the Marion County Farmers Union Oil Company property. On the east side of the proposed highway from the Marion County Farmers Union Oil Company south to the city limits, the developed properties front on Garfield Street. We see no need for a curb along the back of these properties. The westerly side of the proposed highway within the city limits is paralleled by the railroad, thus showing no advantage to a curb and storm sewer system.

It is the aim of the Oregon State Highway Department to construct facilities commensurate with warranting conditions; however, it is not felt that curbs and storm sewers are justified in this area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
R. D. Asberry

DLT:fp: ajw

OFFICE OF THE RECORDER

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

PLEASE RETURN TO
LLOYD P. SHAW

MOUNT ANGEL, OREGON

October 19, 1964

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

The City Council of Mt.Angel, Oregon believes that inasmuch as the present state highway through Mt. Angel has curbs and storm sewers, and inasmuch as we understand that it is the principle of the highway commission to put storm sewers and curbs where they presently exist, we urge that curbs and storm sewers should be included on the portion of the proposed Silverton - Mt. Angel highway that is within the city limits of Mt. Angel.

We trust you will give this your earnest consideration, and will appreciate hearing your decision.

Porter

NOTED
R. L PORTER

Yours very truly,

THE CITY OF MT. ANGEL
Edward F. Schaecher
EDWARD F. SCHAECHER, Recorder

RECEIVED
OCT 23 1964
OREGON
STATE HIGHWAY COMMISSION

FORM S-123X 50M 12-62

RECEIVED
MAY 14 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. DRIETZY, VICE CHAIRMAN
WASCO
DAVID B. SIMPSON, Member
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
May 11, 1965

Southern Pacific Company
Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Encroachment on Southern Pacific Company Property
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway - Marion County
YOUR FILE: 323-3
O-PD-64-19

Gentlemen:

This is in reply to your letter dated April 7, 1965 in which you stated our right of way map #8B-32-15 did not indicate the proposed taking of Southern Pacific Company property needed for highway right of way.

It is our intention to acquire a strip of land adjacent to your property on the easterly side of your right of way fence. Our map indicates you have operating property 60 feet wide and we intend to acquire property easterly from a line which is parallel to and 30 feet easterly from the center-line of your tracks, as shown on our right of way map. This will mean acquisition of railroad property between Highway Stations 144 and 188 and between Highway Stations 273 and 300.

At a later date we will submit to you a railroad encroachment map with descriptions of all the property we wish to obtain from Southern Pacific Company.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: Southern Pacific Company
San Francisco

F. B. Klaboe
W. T. Wright
R. D. Asburry

RECEIVED
MAY 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

UNION STATION, PORTLAND, OREGON 97209

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

April 7, 1965

323-3
O-PD-64-19

Mr. F. D. Morgan
Construction Engineer
State Of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Re: Preliminary Right of Way Map
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County

Acknowledge your letter of April 1 transmitting two prints of preliminary right of way map, your file #8B-32-15.

The two prints received in this office do not contain any indication as to the amount of property desired from Southern Pacific Company.

Please advise if this was an oversight, and if you will submit special request for acquisition of our property.

Yours truly,

A W Kilborn

COPIES TO:

FD KLABOE
WT WRIGHT
RD ASBURRY
FD MORGAN

CONSTRUCTION DIVISION
APR 8 1965
ROUTED CE ACE ACE COE

RECEIVED
MAY 5 1965

FORM E-40 REV 7-64 SP*6229-734

124-1116

1 X 11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 5, 1965

SUBJECT: Mt. Angel-Silverton Highway

To: MEMO TO THE FILES

Mr. D. J. Barbee, Mr. H. S. Cox and I met with the following named gentlemen from Mt. Angel on May 4:

Ivo Bauman, Chairman, City Finance Commission
Dick Zeis, President, Mt. Angel Chamber of Commerce
Andy Schmidt, Councilman, Chairman, Street Dept.
Don Huebseh, Councilman, Street Department
Leonard Fisher, Mayor, Mt. Angel
Leo Traeger, Councilman, Street Committee

At the south end of Mt. Angel we propose new alignment parallel to the railroad tracks. We do not propose to install curbs, gutters and a drainage system fronting these tracks for the some 1,500 feet that they are located within the city; nor do we propose installing curbs, gutters and storm sewers for about 1,000 feet within city limits on the opposite side of the roadway from these tracks.

I had previously advised the city that I would recommend a cooperative City-State job for these curbs, gutters and sewers to the Commission if they desired. The cooperative part involves the City's contributing $2,000 and the State contributing $6,000—both more or less.

The Mt. Angel people advised me that they felt this was unfair for several reasons: (1) They have the finest tree-lined city entrance on the state highway system and (2) We should consequently provide them with an equal—from an aesthetic standpoint—facility. Furthermore, Mt. Angel is less than lukewarm to the whole idea of revising the entrance to their city and, in general, to the whole proposal.

I advised them to consider placing curbs, et cetera, on the opposite side of the highway from the railroad only. As a cooperative project this would probably amount to only about $800 in expenses. I pointed out to them that curbs along the railroad would not add much to the appearance.

In the end, they decided to take the matter back to their governing body. They will advise us in the near future.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. R. L. Porter
Mr. H. S. Cox
Mr. F. D. Morgan
Mr. R. D. Asburry

RECEIVED
MAY 19 1965
FOR FILING

124-1116
6811

May 4, 1965

The Hon. Leonard N. Fisher
Mayor
City of Mt. Angel
Mt. Angel, Oregon

&

The Hon. G. B. Arrington
Mayor
City of Silverton
Silverton, Oregon

4-20-65
3b.1

Dear Sirs:

The State Highway Commission at its meeting on April 20, 1965, adopted a survey concerning improvement on the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway.

You will recall that a public hearing on this project was held in Mt. Angel on August 28, 1964, and a transcript of the hearing was sent to you.

For your information,we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 296" adopting the survey.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Attachment

cc: Board of County Commissioners
Marion County
Courthouse
Salem, Oregon

Victor Wolfe

RECEIVED
APR 29 1965

124-111 C
6811

Salem, Oregon
April 28,1965

Walter T. Wright
Right of Way Engineer

BUILDING

State funds will be used in the purchase of right of way for the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Marion County. This right of way will not be programmed as a Federal-aid project.

You have estimated that the approximate cost of this right of way will be $165,000.00.

You should use Prefix 124-2063.

L. H. Young
Office Engineer

JAllmb

cc: D. A. Hidings

RECEIVED
APR 1 - 1965
FOR FILING
124-1116
6811

March 31, 1965

Oregon State Highway Commission

Gentlemen:

A survey of the 4.46-mile Mount Angel-Silverton Section of the Hillsboro-Silverton Highway in Marion County has been completed and a public hearing was held on August 28, 1964.

It is estimated that this grading and paving project will cost $900,000, with an additional $150,000 for the purchase of right-of-way. No funds have been programmed.

Your approval of the survey and authority to purchase the necessary right-of-way is requested.

This matter will be on the agenda for the April 20 Commission meeting.

Very truly yours,

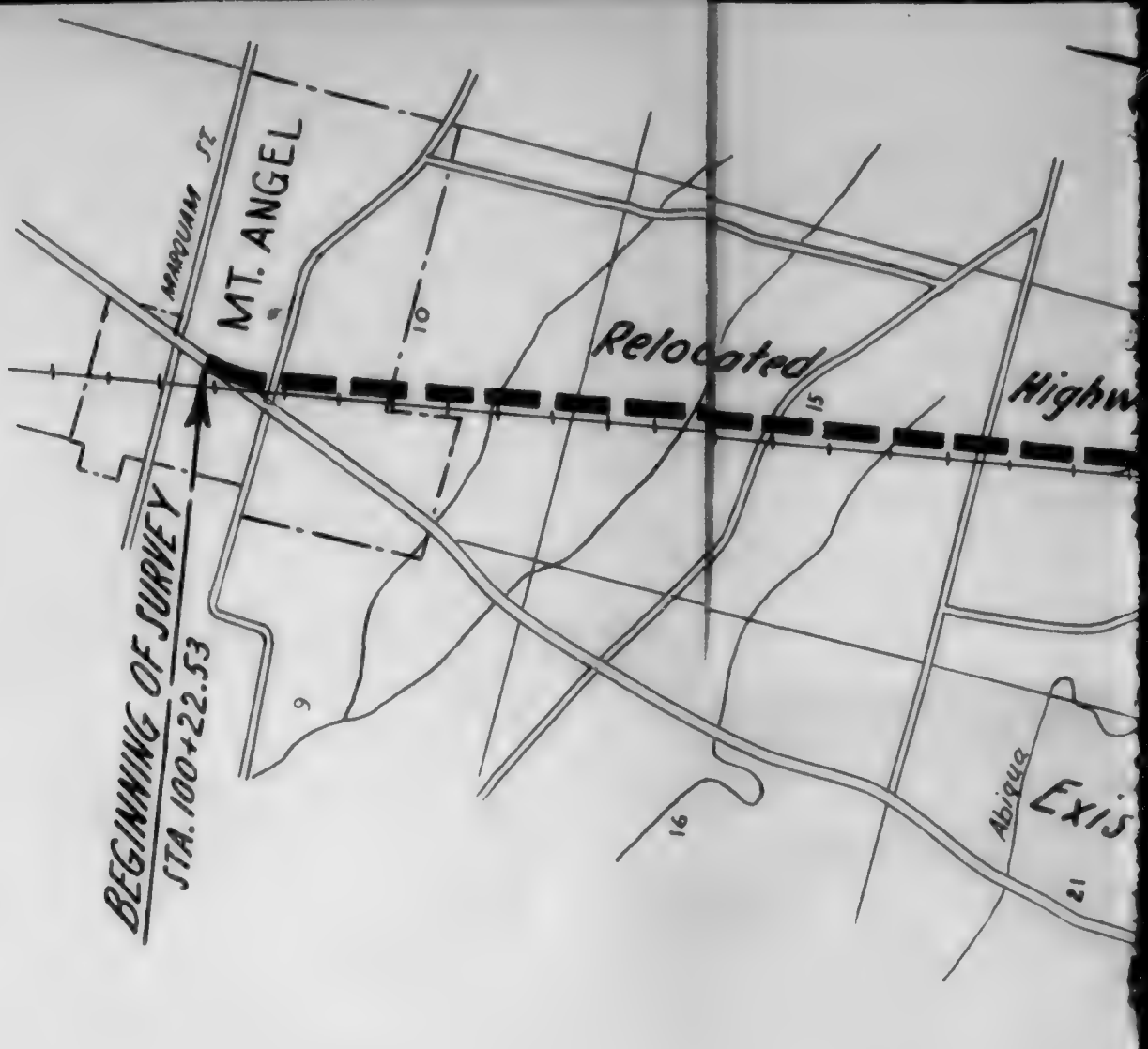
Forrest Cooper
State Highway Engineer

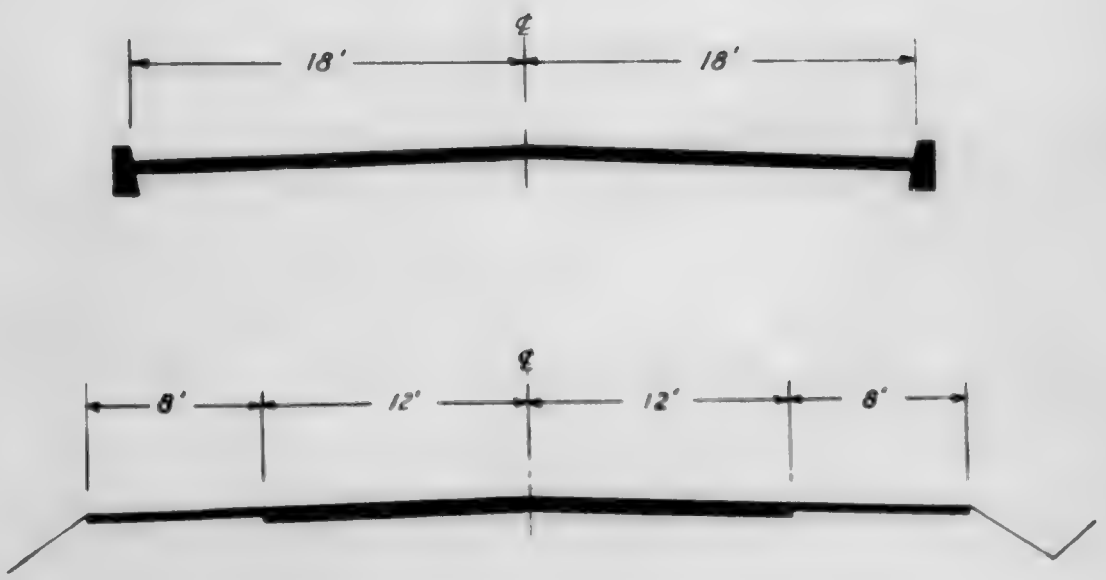
By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
W. T. Wright
R. D. Asburry

JEM:ra:bg





TYPICAL SECTIONS

PUBLIC HEARING
SYSTEM ACTIO
COUN
STATE
BUREA
THROUGHWAY
ACCESS CONTRO

APPROVED

4.46 Mi.

DRG. NO.

PUBLIC HEARING August 28, 1964

SYSTEM ACTION

COUNTY None Required

STATE HIGHWAY COMMISSION None Required

BUREAU OF PUBLIC ROADS None Required

THROUGHWAY RESOLUTION ADOPTED None Required

ACCESS CONTROL Limited

APPROVED: MAR 26 1965, 19

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

MT. ANGEL - SILVERTON

HILLSBORO SILVERTON HIGHWAY

MARION COUNTY

DRG. NO. 1R-4-63

SCALE: 2" = 1 Mile

DATE: March, 1965

FOR DETAILS SEE DRG. NO. 8B-32-15 March, 1965

RECEIVED
FEB 10 1965

FORM E-30X—50M—12-63 94677

FOR FILING
124-11E
E 211

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 8, 1965

SUBJECT: Routing of ORE214
Hwy. No. 140
Silverton

To:

Frank Morgan
Construction Engineer
B U I L D I N G

Attention: D. J. Barbee

We have been asked to comment on likely routing for realigned ORE214 in Silverton.

By way of historical background traffic conditions in Silverton -- although we are not dealing with extremely high volumes there have been a couple of long-standing intersectional "sore" spots, namely the intersections of Water and Oak and Water and Main Streets. Problems at these two intersections are by reason of heavy intersectional turning movements, pedestrian conflicts, narrow streets and general congestion. Signalisation of one or both of the aforementioned intersections has been considered in the past, but such treatment would not materially help conditions.

The most likely means of betterment of the traffic situation in the overall downtown area could best be accomplished with development of a one-way grid system as per Plan "A" attached. Indicated in yellow is the suggested routing of ORE214 utilising a one-way couplet arrangement which would fit in with ultimate development of an overall grid system.

A less desirable alternative routing for ORE214 would be as per Plan "B", attached, which plan does not call for any one-way street routings. As per the plan we have indicated the route of ORE214 along Fir Street southerly to Jersey Street and westerly on Jersey one block to Water Street. This extension southerly to Jersey Street would minimize traffic problems already existent at the intersections of Water and Oak and Water and Main Streets.

It is reiterated that Plan "B" is second choice as against Plan "A". The two-way traffic arrangement will undoubtedly result in pressure for traffic signals whereas the one-way pattern as per Plan "A" would remove many of the turning conflicts and signalisation would probably not be necessary for some time. At such time as signals were needed, the one-way pattern would afford considerable simplification of signalised control, both from the standpoint of traffic movement and minimizing accidents.

NOTED
TOM EDWARDS

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

FBC:njc
cc: Tom Edwards

RECEIVED
JAN 21 1965

FOR FILING
124-111
6811

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1965

SUBJECT: Silverton [illegible]
[illegible] Highway
Salem-Silverton [illegible]
City of Silverton

To: Mr. F. D. Morgan
Construction Engineer
O F F I C E

Attention: Mr. D. J. Barbee

At Mr. Barbee's request I contacted Mr. Robert Borl[illegible], City Manager of Silverton, and Jack Brown, Assist[illegible], on January 15.

Discussion concerned revising our proposed plan of using 1st and 2nd Streets as a one-way couplet entrance into the northwestern part of the city. They were told the excessive cost of right-of-way along 2nd Street could not be justified by the projected traffic usage along the route. They were asked if the City might favor us to go along with our revision of establishing the route along 1st Street and using same for two-way traffic with parking limited to one side only. This would probably be constructed on a 36' curb to curb section.

They said they could not answer for the City itself but if map and data were sent to them they would present it to the Council for action.

The question arose as to the heavy concentration of traffic to be distributed to the downtown core area. They would like to know present and proposed traffic projection as well as plans for signalization at the intricate points, and where the southerly terminus of the project is to be.

This information should be prepared at your earliest convenience and presented to the City for their views.

D. N. Harwell

D. N. Harwell, Office Engineer
County and City Division

DNH:mm

cc: L. P. Shaw

NOTED
LLOYD P. SHAW

RECEIVED
JUL 7 1964
FOR FILING
124-1116
6811

July 6, 1964

Oregon State Highway Commission

Gentlemen:

The present highway between Mt. Angel and Silverton on the Hillsboro-Silverton Highway is a rather circuitous route and is of obsolete design. It is desirable to straighten the alignment, with the new highway paralleling the easterly side of the Southern Pacific railroad track. The length of the present route is 5.9 miles. The proposed route is 4.4 miles in length, saving one and one-half miles in distance, and would eliminate two railroad crossings and take out some bad curvature. A map is attached for your information.

The estimated construction cost of this 4.4-mile section is $1,000,000, with the right-of-way estimated to cost $200,000. It is realized that there are no funds presently available for the construction of this section but it is desirable to hold public hearings at Mt. Angel and Silverton and to acquire the necessary right-of-way as funds are available.

The Board of County Commissioners of Marion County has agreed to take over as a County road the existing portions of the Hillsboro-Silverton Highway eliminated by this new proposed construction.

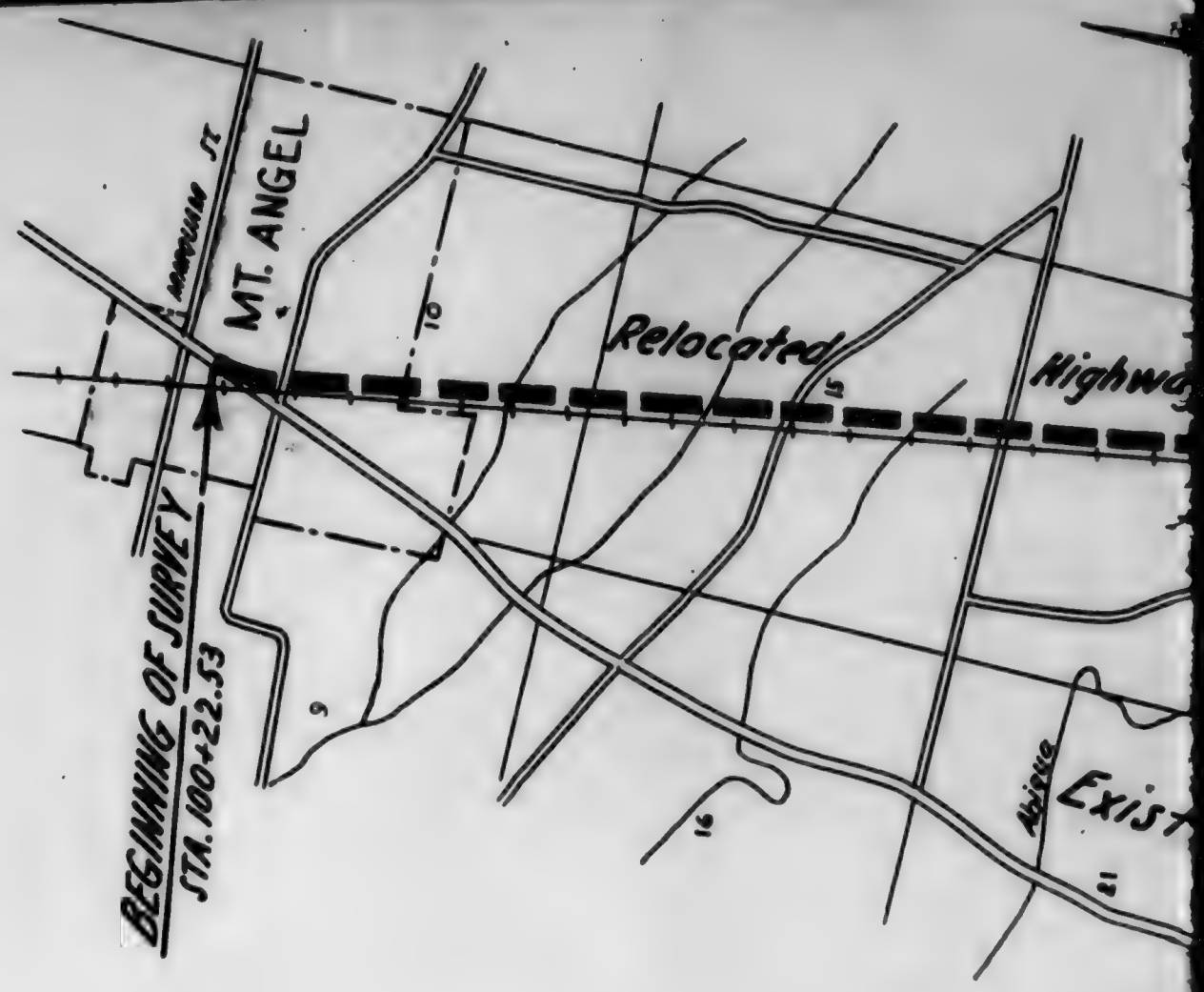
It is requested that you authorize public hearings in order that the way may be cleared for right-of-way acquisition. This will be on the agenda for the July 14 meeting.

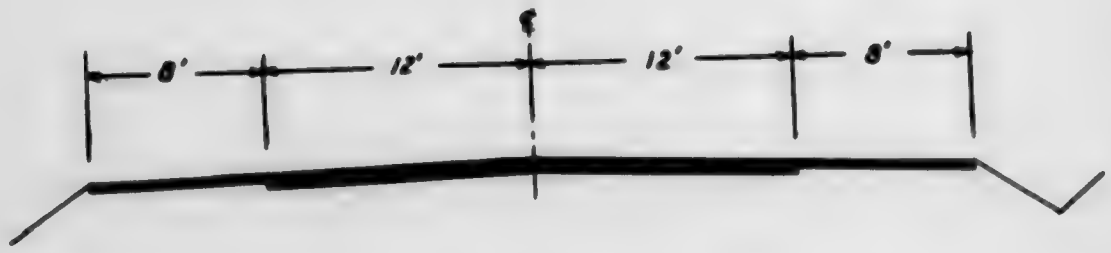
Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
H. S. Cox
C. H. Maison

DJB:ra/RLP:ms bbc





TYPICAL SECTIONS

DRG. NO. 1R-4-66

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

MT. ANGEL-SILVERTON

HILLSBORO SILVERTON HIGHWAY

MARION COUNTY

Scale: 2" = 1 Mile

June, 1964

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

RECEIVED JUL 10 1964 FOR FILING

Section MT. ANGEL - SILVERTON Highway HILLSBORO-SILVERTON (FA 102) County MARION Profile 12-M-3-77

Dist. Engr. Approx. Length 4 Miles. Sta. 100± to Sta. 336± Date 7-3-64

Truck A.D.T. 121 Traffic Coefficient 8.2 18 kip e.s. per day 58.9.

Annual Precipitation 50"± Frost Penetration - - - - -.

	CBR Total Req.	Actual	Design Thk.	
		3	1½	AC-Final
		7	3½	AC-Immed.
		2	2	Level
		14	14	Cr R.
	26	26	21	

(1)
Typical Soil
39 %L
14 %Z
198 SP 10
91 SP200
2 %Gravel
4 %C Sand
4 %F Sand
56 %Silt
34 %Clay
10 "R" Value (Corrected)

1½" of A.C. (Final).
3½" of A.C. (Immediate).
2" of 3/4"-0 level course. (incl. binder).
14" of crushed base.
(1) Silty Clay

AASHO CLASSIFICATION:
A-6 (10)

MATERIAL SOURCES:
To be determined by the Engineer.

Other Roads	*Traffic Classif.	Wear Surf.	Level	Base			
County Roads,	31-93	3½" AC	2"	13½"	22½		19
Frontage Roads,	4-30	1½" AC	2"	13"	18		16
etc.	0-3	1½" AC	2"	8	13		11
	"	or 1½" 0-11	2"	10	13		13
		or 2" 3/4"-0		11	13		13

*Truck ADT

NOTED LLOYD P. SHAW

.cc:
B.P.E.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by _____ Staff Assistant Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer Approved by _____ Asst. State Highway Engineer

SECTION: MT. ANGEL-SILVERTON

HIGHWAY: HILLSBORO-SILVERTON (FA 108)

COUNTY: MARION

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See attached sheet

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: No problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

SECTION: MT. ANGEL-SILVERTON

HIGHWAY: HILLSBORO-SILVERTON (FA 102)

COUNTY: MARION COUNTY

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT (1964) 1260 (Total)

B. Future ADT (1984) 2450 (Total)

C. Mean ADT 1855 (ADT)

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 13 (ADT Basis)

G. Trucks (in one direction) F/2 = 6.5% x (C) 1855 = 121

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 121 x (H) 100 % = 121

TRAFFIC COEFFICIENT = K (I)$^{0.119}$
where K = 4.664

8.2

MT. ANGEL-SILVERTON SECTION
HILLSBORO-SILVERTON (FA 102)
MARION COUNTY

Two different surfacing designs were considered. Present worth costs (P.W.C.) were computed for each design (as shown below). 1963 average bid prices were used.

1½" A.C. (Stage construction)	8" Standard R.P.C.C.
3½" A.C.	2" Level Course
2" Level Course	6" Crushed Base
14" Crushed Base	

The comparision indicates that from an economic standpoint the A.C. section should be selected. The difference in cost per mile is approximately $3,500 in favor of A.C.

RECEIVED
JUN 12 1964
FOR FILING

124-1116
6 & 11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1964

SUBJECT:

To: MEMO TO FILE

On this date, a delegation from the Mt. Angel-Silverton area (list attached) met with me to discuss the proposed rerouting of the Woodburn-Silverton Highway southerly of Mt. Angel.

This group had recently met with the Marion County Court and the Court had agreed to take over abandoned sections of the existing route when a new section was built.

I told the group that we would recommend to the Highway Commission that a route lying easterly of the Southern Pacific Railroad be adopted and that we proceed with right-of-way acquisitions after public hearings had been held. I gave them no time schedule.

Forrest Cooper
State Highway Engineer

FC:fn
Attach.
cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

JOHN A. ANDERSON, P. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

CHARTER MEMBER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE 364-4401, EXTENSION 53
SALEM, OREGON 97301

May 25
1 96 4

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Pursuant to instructions by the Board of County Commissioners, at the regular meeting of May 13, 1964, I am writing to advise you of the action taken on your letter of January 20, 1964, regarding the presently located Mt.-Angel-Silverton Highway.

The Board of Commissioners authorized me to advise that when the Oregon State Highway Department completed a new highway between Mt. Angel and Silverton, then Marion County will take over the old portion of this highway for maintenance.

Any advice that you can give this office as to when you would schedule the new highway for construction would be appreciated.

Very truly yours,

John A. Anderson
County Engineer

JAA:s
cc: Board of Commissioners

NOTED
R. L. PORTER

RECEIVED
MAY 26 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 16 1964
FOR FILING

FORM E 30 50M 6-61 30661

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1964

To: Mr. Forrest Cooper
State Highway Engineer
O F F I C E

SUBJECT: Mt. Angel-Silverton Section
Hillsboro-Silverton Highway
Marion County
Cities of Silverton and Mt. Angel

Attached for your information are copies of letters, city maps and signatures of approval from Silverton and Mt. Angel officials signifying their acceptance of the existing Hillsboro-Silverton Highway as city streets in their respective cities in the event that a relocated section is constructed within their limits.

The Marion County Board of Commissioners has not accepted nor rejected, by letter, our proposal (our letter dated January 20, 1964) to place the existing rural section involved on the county system if a new section is constructed. However, the attached copies of newspaper clippings indicate their thinking in this matter.

P. B. Arensmeier
Mapping and Records Engineer
County and City Division

PBA:eb
Att.

cc: R. L. Porter
L. P. Shaw
V. D. Wolfe
R. D. Asburry

NOTED
FORREST COOPER

RECEIVED
APR 7 1964
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE OF THE RECORDER

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

MOUNT ANGEL, OREGON

March 31, 1964

Mr. H. S. Cox
County and City Division Engineer
State Highway Department
Salem, 10, Oregon

NOTED
DON HARWELL

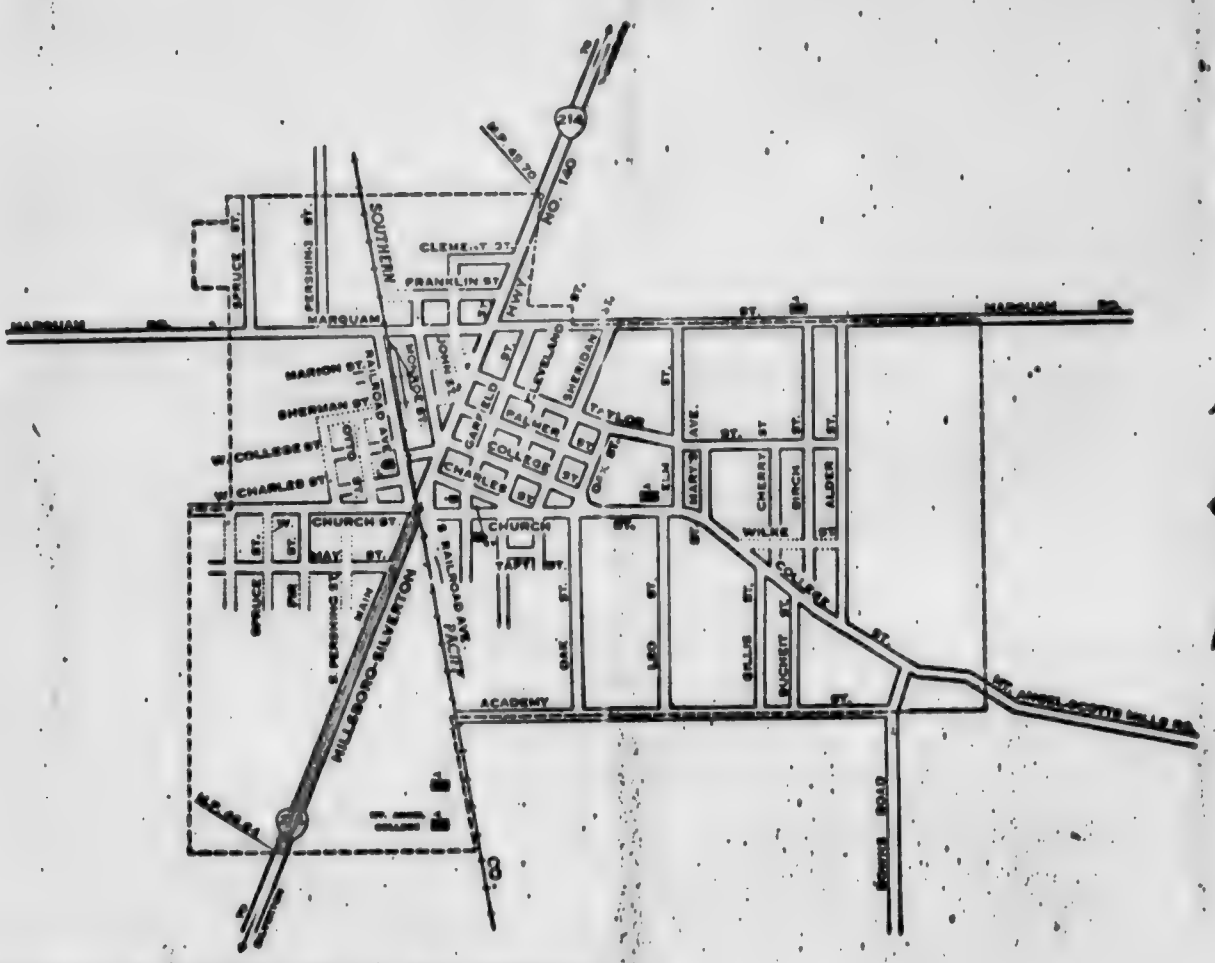
Dear Mr. Cox: - Ameier

We are enclosing an approved copy of a map marking the portion of the present Silverton - Hillsboro highway the City of Mt. Angel will accept as a city street upon the completion of a proposed relocation of said Highway.

Yours very truly,

THE CITY OF MT. ANGEL
Edward F. Schaecher
EDWARD F. SCHAECHER, Recorder

RECEIVED
APR - 2 1964
ENGINEER
COUNTY & CITY DIVISION



MT. ANGEL-SILVERTON SECTION, MARION COUNTY

Present Hillsboro-Silverton Highway
City of Mt. Angel will accept portion
within city as city street under city
jurisdiction upon completion of
relocated section.

APPROVED
CITY OF MT. ANGEL
BY MAYOR Leonard N. Fischer
BY RECORDER Donald E. Schaecher
DATE MARCH 31, 1964

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- cr – City Hall
- cr – Court House
- a – Armory
- l – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

MT. ANGEL

MARION COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

Population 1,159

Scale in Feet

July 1, 1961

CITY OF Silverton

GATEWAY TO SILVER FALLS STATE PARK

SILVERTON · OREGON

NOTED
P. B. Arensmeier

R. E. BORLAND
City Manager

NOTED
H. S. COX

NOTED
DON HARWELL

March 5th, 1964

State Highway Department,
Salem, 10, Oregon.

Attention: Mr. H.S.Cox, County and City Division Eng.

Gentlemen:

This is in reply to your letter of February 13th, 1964.

City Council, by motion, on March 2, 1964 agreed to accept that portion of the Mt.Angel-Silverton Highway within the City as a city street under city jurisdiction, upon completion of the relocated section, with the understanding that the roadway of the portion to become a city street will be in a good state of repair at the time it is turned over to the city.

We are herewith enclosing one copy of the map outlining the section to be taken over by the City from Oak Street by way of N.Water, James and Pine Streets to the city limits, as approved by the Council and signed by the Mayor and Recorder.

Sincerely,

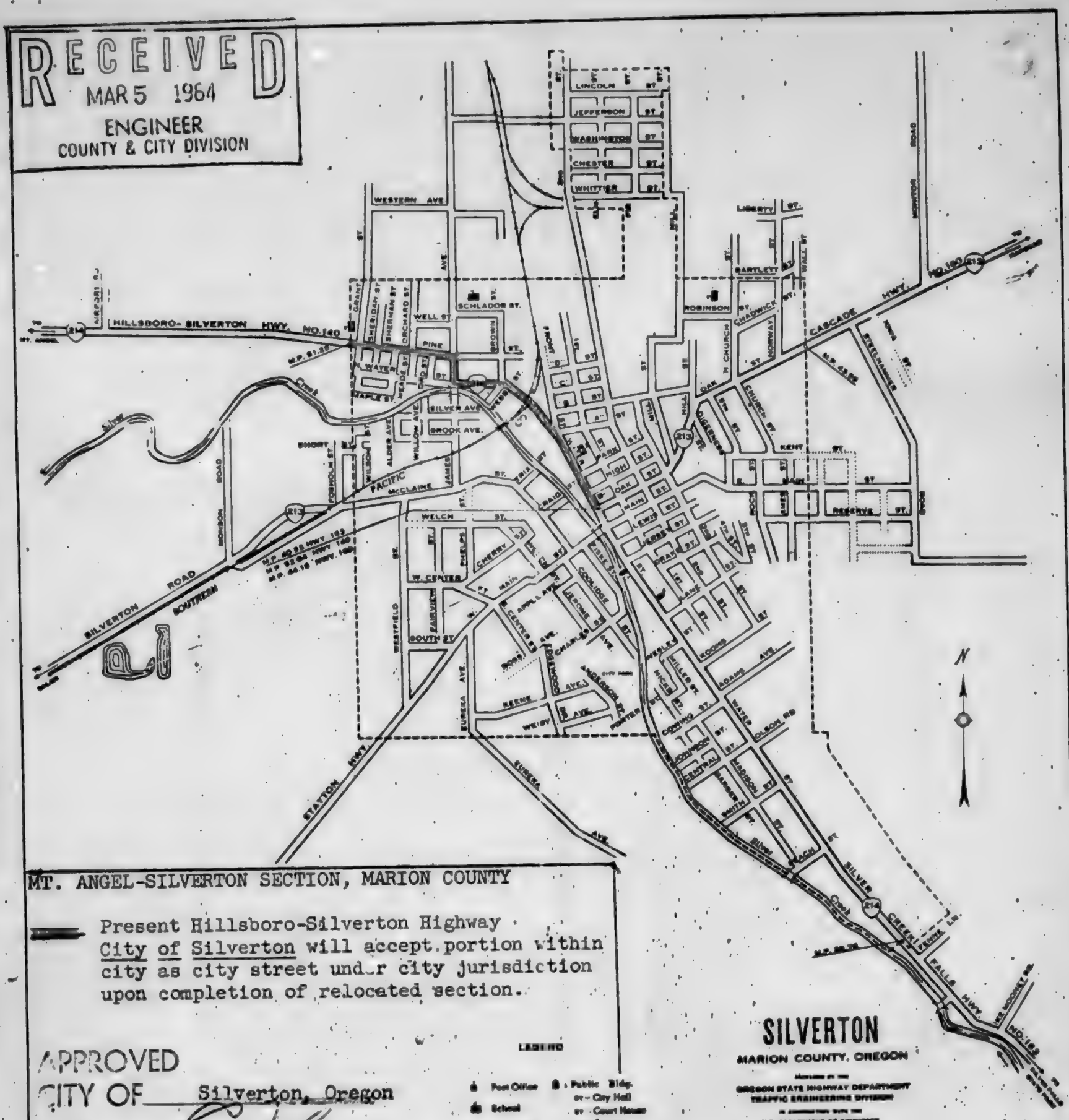
R. E. Borland

City Manager.

REB:amm
Enc.- 1.

RECEIVED
MAR 5 1964
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAR 5 1964
ENGINEER
COUNTY & CITY DIVISION



MT. ANGEL-SILVERTON SECTION, MARION COUNTY

Present Hillsboro-Silverton Highway
City of Silverton will accept portion within city as city street under city jurisdiction upon completion of relocated section.

APPROVED
CITY OF Silverton, Oregon
BY MAYOR Guy Ellison
BY RECORDER A. E. Borland
DATE March 3, 1964

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- cr – City Hall
- cr – Court House
- a – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

Highway Swap Stalled

2/22/64

The State Highway Department is not in a trading mood.

State Highway Engineer Forrest Cooper told the Marion County Board of Commissioners in a letter today that the state doesn't have the money to take over any county road.

And the county says it doesn't have the money to take over any state highway.

The state had asked the county to take over the old Silverton-Mount Angel Highway when the state constructs the new Silverton-Hillsboro Highway.

County Engineer John Anderson said the county didn't have any money to do that. He suggested that maybe the state would like to take over one of the county's roads in exchange.

But the state can't afford to swap.

And the county can't afford not to.

And that's that.

At least for the present.

County Balks at State's Offer on Mt. Angel Route

The Marion County Board of Commissioners today balked at accepting responsibility at this time for two pieces of state highway outside Mount Angel and Silverton.

The State Highway Department requested that the county take them over because they would parallel parts of the proposed Hillsboro-Silverton highway.

But that project has not been scheduled yet and, according to the highway department, may not be for some time. This attempt to get the county's approval of the plan only means that the groundwork is being laid.

Marion County Engineer John Anderson told the board that the county didn't have the funds to assume maintenance of the two strips now.

He added that there were other projects in the county which should be considered before the county accepts any added burden.

Anderson recommended that the board send back the state's request with regrets until increased funds for road maintenance are available.

However, the board thought that perhaps the state only wanted assurance that the county would take over the road before it started the new highway.

Instead of declining the request flatly, commissioners decided to let Anderson look into the matter further.

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

January 20, 1964

Marion County Board of Commissioners
Courthouse
Salem, Oregon

Gentlemen:

The Oregon State Highway Commission has tentative plans to construct the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Mt. Angel, Silverton, and Marion County. The northerly terminus of subject section is proposed to connect with the present Hillsboro-Silverton Highway near the intersection of Church Street and South Railroad Avenue in Mt. Angel, thence southerly to a connection with the Cascade Highway in Silverton approximately as shown on the attached exhibit.

We would like to present for your consideration the attached exhibit showing the above proposed construction and the existing alignment of the Hillsboro-Silverton Highway. In order to avoid the predicament of having two state highways running parallel with each other and serving the same immediate area and purpose, the Board of Commissioners is requested to assume in the name of the County the jurisdiction, maintenance, and control of the existing alignment outside of the city limits of Mt. Angel and Silverton. If the Board approves, please sign the exhibit in the designated space and forward a copy to this office. If you are against such action we would like a letter stating what action is suggested to be taken on the part of the Oregon State Highway Department.

Your consideration and cooperation in this matter will be appreciated and if this office can be of service to you, please call on us.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
V. R. JONES

By

R. S. Cox
County and City Engineer

PBA:mm
Att.
cc: Forrest Cooper; R. L. Porter;
Victor Wolfe; Lloyd Shaw;
R. D. Asburry

MT. ANGEL-SILVERTON SECTION

MARION COUNTY

- Legend -

Tentative Relocation

Present Hillsboro-Silverton Hwy. Marion County will accept portion between city limits of Silverton and Mt. Angel as county road under county jurisdiction upon completion of relocated section.

APPROVED _____ 19__

BOARD OF COMMISSIONERS OF _____ COUNTY

BY _____ COMMISSIONER

_____ COMMISSIONER

_____ COMMISSIONER

RECEIVED
APR 1 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1964

To: Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

SUBJECT: Assignment No. 161-M
Donald Bernard
Hillsboro-Silverton Highway
through Woodburn

Reply is made to your letter of March 18, 1964 regarding the teletype from Mr. Glen L. Clark regarding interests of a Mr. Donald Bernard of Woodburn in contemplated changes in Secondary Highway No. 140 near the railroad crossing.

Attached hereto is a copy of a letter written by Mr. R. D. Asburry, Division Engineer, which explains that he contacted Mr. Bernard and informed him that we have no definite plans at this time for the revision of any portion of the Hillsboro-Silverton Highway in Woodburn.

I believe this satisfies your requirement.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.
cc R. D. Asburry

NOTED
LLOYD P. SHAW

RECEIVED
MAR 31 1964
OFFICE OF
STATE HIGHWAY ENGINEER

copy sent Glen Clark, Div 3
3-31-64

124-63

FORM E-30X—50M—12-63 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1964

SUBJECT: Assignment No. 161-M
Donald Bernard
Hillsboro-Silverton Highway
through Woodburn

To:
Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

As requested in your letter of March 19, accompanied by D.M.S. Lacey I contacted Mr. Donald Bernard, owner of Bernard's Chevrolet in Woodburn March 26.

Mr. Bernard owns the property on the easterly side and abutting to the Southern Pacific Railroad facilities both on the northerly and southerly side of Young Street, which street is the Hillsboro-Silverton Highway. Mr. Bernard's showroom and garage is located on the southerly side of Young Street. His used car lot is located on the northerly side of Young Street.

There is an old building on the used car lot area which Mr. Bernard is now removing and he wants to put up other improvements in this area. Some time back there was some talk of swinging Young Street a little to the north at the railroad crossing to meet with Garfield Street on Front Street. To do this some additional property would be needed from Bernard now used for the used car lot. Mr. Bernard was concerned that he might build a building in this area and within a short time it would have to be moved or taken down for the above-mentioned possible revision of Young Street. He was informed that we have no definite plans at this time for the revision of any portion of the Hillsboro-Silverton Highway through Woodburn and did not know when any work would be done on it, for him to proceed with the development of his property as he saw best under the presently prevailing conditions.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM

Copy sent Salem Clerk Dr 3
3-3-64

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
MAR 30 1964
CE ACE ACE CDE

RECEIVED
MAR 17 1958
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
By ADMINISTRATIVE ASST.

RECEIVED
MAR 17 1964
FOR FILING

FORM E-20 EOM 2-63 49907

124-111C
C & 11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1964

SUBJECT: Woodburn-Mt. Angel
Hillsboro-Silverton Highway

To: Mr. A. D. Olson
Urban Engineer

BUILDING

As a result of a cursory investigation on the practicability of a route by-passing the Woodburn business area to the south in the vicinity of Bradley Street, the following comments are offered:

1. It is questionable that enough traffic could be developed on this by-pass to make it economically feasible. The Traffic Division has indicated that about 1,500 ADT would use the present facility into Woodburn leaving 400 ADT using the by-pass. From Woodburn on to Mt. Angel about 1,700 ADT would remain on the present facility and 800 ADT would use the by-pass.

2. Since the route between Mt. Angel and Silverton is tentatively fixed on the easterly side of the railroad (Woodburn-Springfield Branch) the by-pass proposal, since it would parallel this railroad on the westerly side, would not fit that location too conveniently unless a reasonably logical crossing of this railroad could be made; from this investigation, it was determined that this could be done within Mt. Angel.

3. The by-pass route would appear to be more expensive because of higher right of way costs and the introduction of a railroad grade separation with the SPRR main line in Woodburn (this main line carries about 30 trains per day). The grade separation would be desirable because of the rural characteristics of this by-pass route.

It is pointed out that no estimates were prepared and the foregoing conclusions are based upon a field observation. In my opinion, based upon these conclusions, it would not seem to be practical to consider the by-pass route at this time as a possibility for highway improvement through this area.

W. H. Tebeau
W. H. Tebeau
Field Reconnaissance Engineer

NOTED
A. D. OLSON

NOTED
LLOYD P. SHAW

WHT:fp:bjm

to be reviewed by members of Mid Willamette Valley Planning Council - (Dick Smith)
during regular Tuesday meetings & comments to ADO.

RECEIVED
FEB 18 1964
FOR FILING

124-1116

6811

February 18, 1964

Mr. John A. Anderson
Marion County Engineer
County Courthouse
Salem, Oregon 97301

Dear Mr. Anderson:

I have your February 6 letter concerning the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway and the Highway Commission's request for Marion County to assume jurisdiction of the existing route upon completion of the proposed relocation.

Monies available to the Highway Commission for noninterstate road improvements are so much short of demand that the Commission is reluctant to place any additional mileage on either the primary or secondary state systems unless arrangements can be made with local authorities to take over replaced mileage where relocations have been or will be constructed.

The exchange that you propose would not alleviate this situation and is something that I am unable to recommend to the Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe

RLP:ms bbc

JOHN A. ANDERSON, P. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE 364-4401, EXTENSION 53
SALEM, OREGON 97301

February 6
1 9 6 4

Mr. Forrest Cooper
Oregon State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. Victor Wolfe

Dear Mr. Cooper:

The Board of County Commissioners referred your letter of January 20, 1964, regarding your request that Marion County assume jurisdiction of the presently located Mt. Angel-Silverton Highway to this office for investigation and recommendation.

In my letter of January 29, 1964, copy attached hereto, to the Board of Commissioners, I recommended against this acceptance of additional road mileage in view of our limited funds. However, I would suggest that perhaps we might exchange one of two other sections of the County road system for the Mt. Angel-Silverton road, if the Highway Commission is agreeable. The Board of Commissioners has reviewed my letter and asked that I negotiate further with you to see if some agreement could be reached along these lines.

May I review for your information and record that when the proposed new connecting road between Mt. Angel and Silverton was discussed with the Board of Commissioners, no mention was ever made at the time that the State Highway Department would wish us to assume jurisdiction over the present existing highway. The only matter that was discussed was that Marion County would provide a new connecting road between the intersection of Westfield and McClaine Streets and First and C Streets. At that time, the Board of Commissioners indicated willingness to undertake this project even though it would mean an expenditure of some $150,000. I believe that the Board of Commissioners has reaffirmed our intention to provide this new connecting link at such time as the State Highway Department constructs the new roadway to Silverton.

NOTED
VICTOR D. WOLFE

JOHN A. ANDERSON, P. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE 364-4401, EXTENSION 53
SALEM, OREGON 97301

I would want to assure you that Marion County appreciates your desire to be relieved of jurisdiction over older State highways that have been replaced by new routes. However, we are financially unable to provide for our ever-increasing construction and maintenance requirements on our present County road system.

I wonder if you could indicate whether you would be interested in accepting a section of our County road system if we were to assume jurisdiction of the existing Mt. Angel-Silverton Highway.

Very truly yours,

John A. Anderson
County Engineer

JAA:s
Encl.

RECEIVED
FEB - 7 1964
OREGON
STATE HIGHWAY COMMISSION

Cross Refere , with
Mt. Angel-Silverton Relocated
Highway

January 29
1 96 4

The Honorable Board of Commissioners
of Marion County
Courthouse
Salem, Oregon

Gentlemen:

Pursuant to your instruction, this office has investigated the attached letter dated January 20, 1964, from the State Highway Department to the Board of Commissioners. In this letter, the State Highway Commission requested that the Board of Commissioners assume jurisdiction over the existing State highway between the City of Mt. Angel and the City of Silverton if they build a proposed new connecting road between these two cities.

This office would be reluctant for the County road department to assume jurisdiction over any additional road mileage until additional revenues are obtained to (a) provide adequate budget for proper maintenance and construction of the existing system, and (b) revenues be made available to assume this additional road mileage.

As the Board is aware, if the State Highway Department constructs a new roadway between the two cities, Marion County is committed to a new connecting roadway between the intersection of McClaine and Westfield Streets and the one-way couplet in Silverton, which is part of the proposed plan of the State Highway construction. At the present time, the estimated cost of such new roadway is $150,000 exclusive of right-of-way costs.

The existing alignment between the two cities is approximately 5.2 miles. Perhaps some agreement could be made to assume this portion of the old roadway if the State Highway Commission in return would assume jurisdiction over the Silverton-Sublimity Road, a distance of approximately 12.5 miles. Or perhaps even a more logical road for the State to assume would be Lancaster Drive between State Street and 99E.

I am certain that the Board is aware that much pressure has been applied to the State Highway Commission by residents of the City of Mt. Angel to improve the existing highway alignment between Mt. Angel and Bethany corner. Were we to assume jurisdiction over this alignment, I am certain that Marion County would be subject to the same local pressures.

The letter from the State Highway Department and the accompanying map is attached to the original of this letter only.

Very truly yours,

ORIGINAL SIGNED BY
JOHN A. ANDERSON

John A. Anderson
County Engineer

JAA:s
Encl.
cc: Board members

RECEIVED
FEB 14 1964
FOR FILING
1324 - 1116
6811

Salem, Oregon
February 13, 1964

1968

Mr. Forrest Cooper
State Highway Engineer

As you suggested, a windshield estimate of costs for shoulder widening and repaving the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway has been made. This estimate of cost is as follows:

1.	(a) Extend culverts and miscellaneous drainage work	$ 2,500	
	(b) Pit run fill material and 3/4" shoulder material - 3,000 cubic yards at $2.50 per yard	7,500	$10,000
2.	Overlay 1½" x 28' - asphaltic concrete - 4.7 miles at $17,000		90,000
3.	Abiqua Creek Bridge widening		50,000
	TOTAL		$150,000

The above estimate of cost contemplates widening the existing road and raising the existing shoulders to provide an overall paving width of 28 feet. The asphaltic concrete overlay was to include the 1½" thickness over the existing pavement and a 3" thickness over the existing and newly constructed shoulder areas. Any improvement work will be held in abeyance until a decision has been reached regarding reconstruction of this highway.

Tom Edwards
Assistant State Highway Engineer

cc R. L. Porter
I. A. DeFrance
R. D. Asburry

ESH:ib/TE:jw

RECEIVED
JAN 30 1964
FOR FILING

FORM E-30 SOM 8-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29, 1964

SUBJECT:

To: MEMO TO THE FILE

I talked to John Anderson, Marion County Engineer, Tuesday, January 28, re the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway. Mr. Anderson stated he didn't win them all but that he would still have to recommend to the Marion County Commission that it should not assume the jurisdiction and maintenance of the Mt. Angel-Silverton Section of this highway in its present location should the State Highway Commission reconstruct on new alignment.

Mr. Anderson further stated that even though the Highway Commission might construct this project, Marion County would still be out $150,000 "more or less" to continue the revised alignment into downtown Silverton.

Mr. Anderson expressed the opinion that there was still a lot of disagreement as to which route should be constructed. He felt the existing alignment would still have to be improved even though we might construct new alignment along the railroad.

Finally, Mr. Anderson reiterated that this would have to be the tenor of his recommendation to the Marion County Commission.

My statements to Mr. Anderson were rather brief and to the point; that we could not continue to increase the mileage on the system; that if we were going to construct on new alignment, someone was going to have to take on the maintenance of the old alignment.

We parted friends!

Victor D. Wolfe
Administrative Assistant

VDW:hlb

cc Forrest Cooper
R. L. Porter

RECEIVED
JAN 24 1964
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH H. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland

FLOYD QUERY, SECRETARY
Salem

124-1116

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
January 21, 1964

Mr. Edward F. Schaecher
City Recorder
City Hall
Mt. Angel, Oregon

Dear Sir:

The Oregon State Highway Commission has tentative plans to construct the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Mt. Angel, Silverton, and Marion County. The northerly terminus of subject section is proposed to connect with the present Hillsboro-Silverton Highway near the intersection of Church Street and South Railroad Avenue in Mt. Angel, thence southerly to a connection with the Cascade Highway in Silverton approximately as shown on the attached exhibit.

We would like to present to your City Council for their consideration the attached exhibit showing the above proposed relocation and the existing alignment of the Hillsboro-Silverton Highway. In order to avoid having two state highways running parallel and each serving the same immediate area and purpose, the City of Mt. Angel is requested to assume in the name of the City, the jurisdiction, maintenance, and control of the existing alignment within the city. If the Council approves, please have them sign the exhibit in the designated space and forward a copy to this office.

If they are against such action, we would like a letter stating what action is suggested to be taken on the part of the State Highway Department.

Your consideration and cooperation in this matter will be appreciated and if this office can be of service to you, please call on us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By NOTED
FORREST COOPER

H. S. Cox
County and City Engineer

PBA:mm
Att.
cc: Forrest Cooper; R. L. Porter
Lloyd Shaw; Victor Wolfe;
R. D. Asburry

MT. ANGEL-SILVER[illegible] SECTION

MARION COUNTY

- Legend -

Tentative Relocation

Present Hillsboro-Silverton Hwy. City of Mt. Angel will accept portion within city as city street under city jurisdiction upon completion of relocated section.

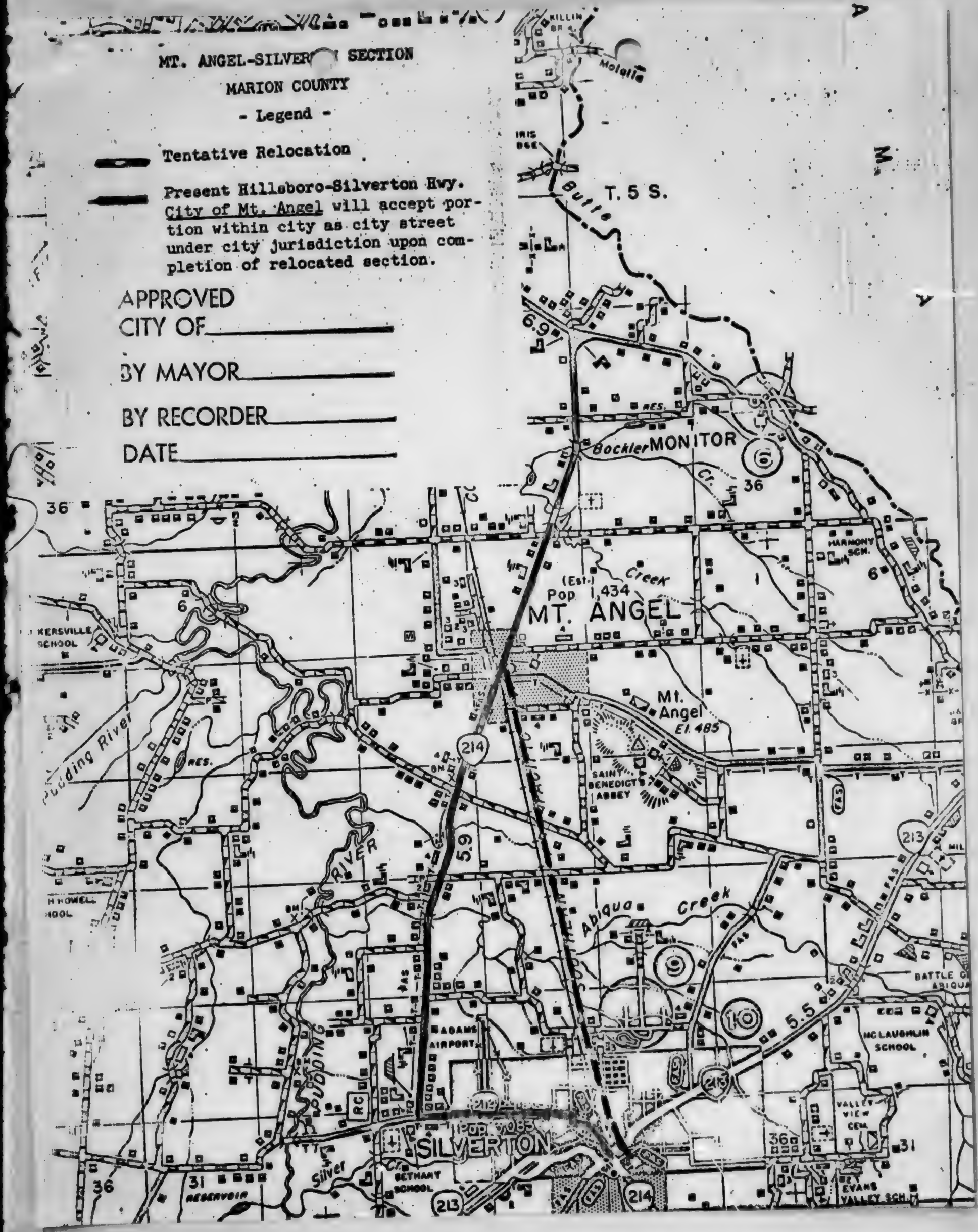
APPROVED

CITY OF_____

BY MAYOR_____

BY RECORDER_____

DATE_____



RECEIVED
JAN 24 1964
COMMISSIONERS
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 21, 1964

Mr. Robert E. Borland
City Manager
City Hall
Silverton, Oregon

Dear Sir:

The Oregon State Highway Commission has tentative plans to construct the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Mt. Angel, Silverton, and Marion County. The northerly terminus of subject section is proposed to connect with the present Hillsboro-Silverton Highway near the intersection of Church Street and South Railroad Avenue in Mt. Angel, thence southerly to a connection with the Cascade Highway in Silverton approximately as shown on the attached exhibit.

We would like to present to your City Council for their consideration the attached exhibit showing the above proposed relocation and the existing alignment of the Hillsboro-Silverton Highway. In order to avoid having two state highways running parallel and each serving the same immediate area and purpose, the City of Silverton is requested to assume in the name of the City, the jurisdiction, maintenance, and control of the existing alignment within the city. If the Council approves, please have them sign the exhibit in the designated space and forward a copy to this office.

If they are against such action, we would like a letter stating what action is suggested to be taken on the part of the State Highway Department.

Your consideration and cooperation in this matter will be appreciated and if this office can be of service to you, please call on us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

PBA:mm
Att.
cc: Forrest Cooper; R. L. Porter;
Lloyd Shaw; Victor Wolfe;
R. D. Asburry

MT. ANGEL-SILVERT[illegible] SECTION

MARION COUNTY

- Legend -

Tentative Relocation

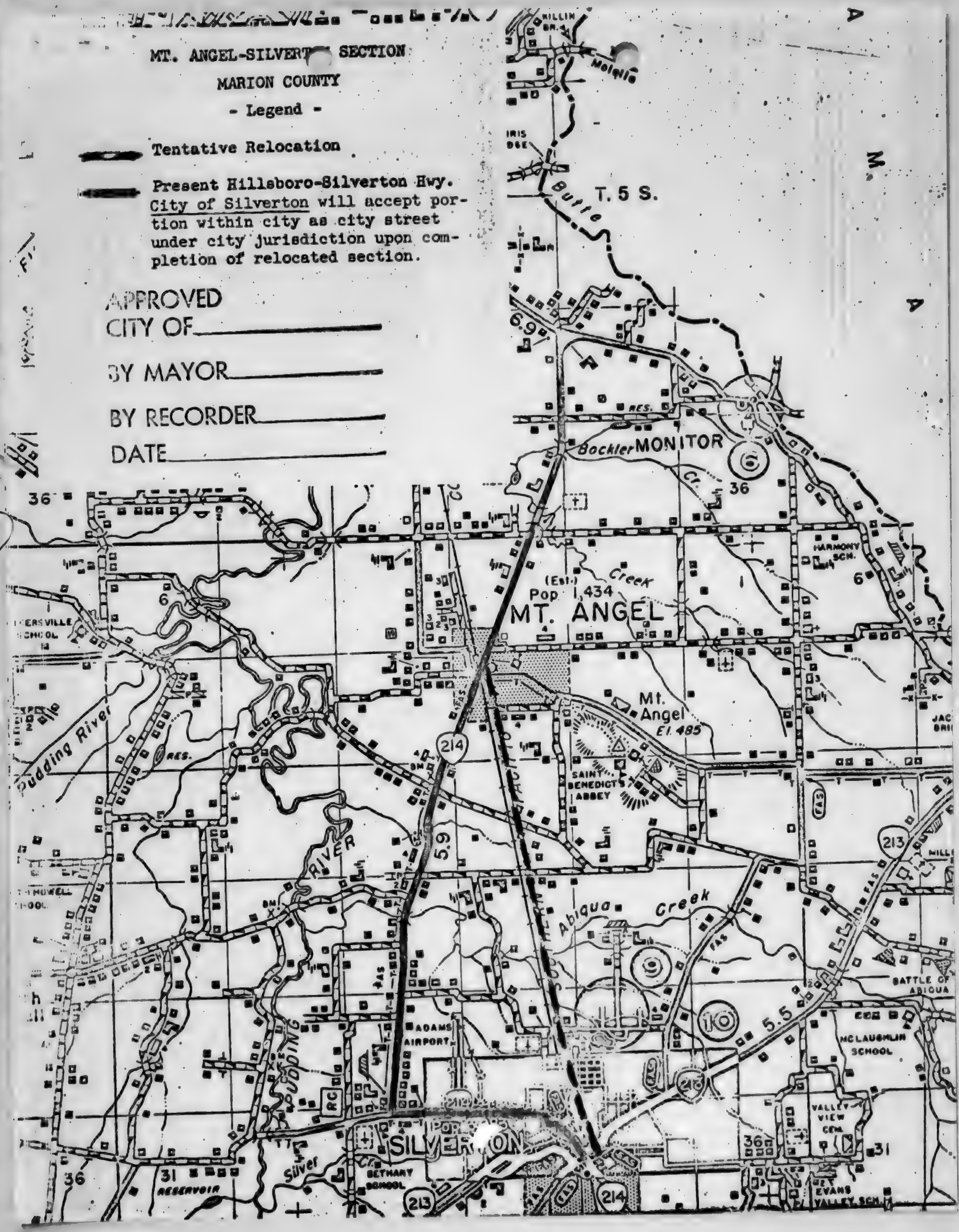
Present Hillsboro-Silverton Hwy. City of Silverton will accept portion within city as city street under city jurisdiction upon completion of relocated section.

APPROVED
CITY OF_____

BY MAYOR_____

BY RECORDER_____

DATE_____



RECEIVED
JAN 24 1964
COMMISSIONERS

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

124-1116

6811

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 20, 1964

Marion County Board of Commissioners
Courthouse
Salem, Oregon

Gentlemen:

The Oregon State Highway Commission has tentative plans to construct the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Mt. Angel, Silverton, and Marion County. The northerly terminus of subject section is proposed to connect with the present Hillsboro-Silverton Highway near the intersection of Church Street and South Railroad Avenue in Mt. Angel, thence southerly to a connection with the Cascade Highway in Silverton approximately as shown on the attached exhibit.

We would like to present for your consideration the attached exhibit showing the above proposed construction and the existing alignment of the Hillsboro-Silverton Highway. In order to avoid the predicament of having two state highways running parallel with each other and serving the same immediate area and purpose, the Board of Commissioners is requested to assume in the name of the County the jurisdiction, maintenance, and control of the existing alignment outside of the city limits of Mt. Angel and Silverton. If the Board approves, please sign the exhibit in the designated space and forward a copy to this office. If you are against such action we would like a letter stating what action is suggested to be taken on the part of the Oregon State Highway Department.

Your consideration and cooperation in this matter will be appreciated and if this office can be of service to you, please call on us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. S. Cox
County and City Engineer

PBA:mm
Att.
cc: Forrest Cooper; R. L. Porter;
Victor Wolfe; Lloyd Shaw;
R. D. Asburry

MT. ANGEL-SILVERTON SECTION

MARION COUNTY

- Legend -

Tentative Relocation

Present Hillsboro-Silverton Hwy. Marion County will accept portion between city limits of Silverton and Mt. Angel as county road under county jurisdiction upon completion of relocated section.

APPROVED _____ 19____

BOARD OF COMMISSIONERS OF _____ COUNTY

BY _____ COMMISSIONER

_____ COMMISSIONER

_____ COMMISSIONER

STATE HIGHWAY COMMISSION MEETING

Delegation W. S. Mallory of Silverton and others representing the Mt. Angel and Silverton Chambers of Commerce re the possibility of proposed new highway along the Southern Pacific tracks.

Date November 22, 1963

Time 11:30 a.m.

Name	City or Town	Capacity
~~Name~~	~~City or Town~~	
Carl Mucken (speaker)	Mt. Angel	Mt. Angel C of C, Chairman of Hwy. Comm.
Wm. Bean	"	Mayor
Joe Berchtold	"	Pres. of C of C
Mother Gemma	"	Pres., Mt. Angel College
Sister Antoinette	"	Mt. Angel College Staff
Father Hildebrand	"	Monk of Mt. Angel Abbey
Bernard Kirsch	"	Mgr. Mt. Angel Coop Warehouse & Planning Comm.
Joe Wagner	"	Mgr. Farms Oil Co. & Pres. Planning Comm.
Verl Cochran	Silverton	Silverton C of C, Chairman Hwy. Comm.
Walter S. Mallory (speaker)	"	Secy. Silverton C of C
George Schmidt	Mt. "Angel	~~Mt. Angel~~
Ivo Bauman	Mt. Angel	City Council
Leonard Fisher	"	Mayor Elect
Rev. David Kullowatz	Silverton	C of C
Elmer Johnson	"	Mayor
John Sanford	"	Sanford Seed Co., C of C
E. L. Henkel	"	Veterinarian, C of C
Keith BErg	"	Fuel & Oil Dealer, C of C
		NOTED FLOYD QUERY

NOTED
FLOYD QUERY

STATE HIGHWAY COMMISSION MEETING

Delegation Add to Silverton & Mt. Angel delegation

Date

Time 11:30

Name	City or Town	Capacity
George Weinhart (speaker)	Silverton	(Kolstad (Cannery
L. E. Kolstad	"	"
Ashley Greene	Oregon City	Hilltop Boosters
~~Keith Berg (speaker)~~	Silverton	~~Oil Company~~
~~Dr. Henkel (speaker)~~	Silverton	
~~Joe M.Wagoner~~	~~Mt. Angel~~	~~Farmers Oil Co.~~
A. J. Hubbard	Silverton	Rock Crusher
~~Leonard Fisher~~	~~Mt. Angel~~	~~Fisher Pharmacy~~
~~George Schmidt~~	~~Mt. Angel~~	
RalphRose	Silverton	"Appeal Tribune"

RECEIVED
AUG 21 1963

FOR FILING

124-111 G

6811

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1963

SUBJECT:

To: MEMO TO FILE

On this date, Verl Cochran, of the Silverton Chamber of Commerce, was in my office asking the status of the Silverton-Mt. Angel project.

I informed him that there had been no change since our last meeting approximately one year ago and also told him that we favored the so-called railroad line as opposed to improving the existing route.

I told Mr. Cochran that we were now working on a new needs study but made no promises as to any future work on the Mt. Angel-Silverton Highway.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

RECEIVED
MAR 18 1963
FOR FILING

FORM E-20 REV. 11-61 40230

124-1116
6-11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1963

SUBJECT:

To: MEMO TO FILE

The following people were in my office this date discussing the possible construction of a new highway segment from Mount Angel to Silverton and also a new connection from the north and east to Silverton from the Marquam area:

Geo. Weinhart, U. P. Kolstad Canneries, Silverton

George Schmidt, Vice President, Chamber of Commerce
Mt. Angel

A. J. Humpert, Owner, Abiqua Rock Products, Silverton

Ino Bauman, City Council, Mt. Angel

Carl Muchen, City Council, Mt. Angel

P. S. Meissner, Street Commission, Mt. Angel

Verl Cochran, Silverton Chamber of Commerce Highways

Elmer Johnson, Mayor, City of Silverton

Ralph Rose, Publisher, Silverton-Appeal

I told the group that our main problem was the lack of funds for these and other projects. I also informed them that should the Legislature substantially increase our construction funds, I was sure that this would speed up highway work in the Silverton area. The group indicated that after the Legislature had adjourned they would like to make an appearance before the Highway Commission.

Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

FORM E-30 80M 8-61 38681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 7, 1962
Salem, Oregon

SUBJECT: Liaison
Mt. Angel-Silverton Section
Hillsboro-Silverton Highway

To: Mr. Walter T. Wright
Right of Way Engineer
State Highway Building
Salem, Oregon

Recommended approaches to be constructed by State.

It is assumed that access is not controlled other than by permit.

MAIN LINE

Property	Station	Side of Hwy.	Width of Approach	Width of Curb Cuts
Alley	105+78	East	16'	
Academy Street	119+44	East	30'	
Academy Street	119+33	West	30'	
Benedictine Sisters	125+50	East	16'	
Benedictine Sisters	125+50	West	16'	
Benedictine Sisters	(To be determined)	East	16'	
Benedictine Sisters	131+00	West	16'	
St. Benedict's Abbey	144+50	East	16'	
Benedictine Sisters	144+50	West	16'	
J. & H. Wavro	153+60	East	16'	
N. & F. Torresdal	153+60	West	16'	
County Road	174+50	East	30'	
County Road	174+50	West	30'	
J. & H. Wavro	East of taking to County Road		16'	
County Road	198+25	East	30'	
County Road	198+25	West	30'	
R. Gilles, et al	210+25	East	16'	
R. Gilles, et al	210+25	West	16'	
A. & G. Humpert	223+85	East	16'	
County Road	223+55	West	20'	
County Road	273+28	East	30'	
County Road	273+28	West	30'	
County Road	286+40	East	30'	
County Road	286+40	West	30'	

L. S. LINE

Property	Station	Side of Hwy.	Width of Approach	Width of Curb Cuts
W. & N. Stucklik	300+00	West	16'	
A. & M. Fincher	302+00	West	16'	
A. & M. Fincher	302+45	West	16'	
A. & M. Fincher	303+50	West	16'	
F. Eisenhart	308+50	West	16'	
D. & E. Phillipi	310+00	West	20'	
H. T. Torgerson	314+12	West	16'	
P. & E. Torgerson	315+25	West	16'	
Silverton Revival Center	316+00	East	20'	
#143	316+34	East	16'	
#143	317+02	East		15'
#124	316+18	West	16'	
#127	317+12	West		15'
#144	317+23	East		15'
#145	318+10	East		20'
#708	319+35	East		15'
#707	319+52	West		15'
#616	320+23	East		15'
?	322+72	East		20'
#506	323+88	East		15'
#136	323+82	West		15'
Lutheran Church	325+48	East		20'
#422 - #418 Dual	326+16	East		15'
#421 - #417 Dual	326+43	West		25'
#414 - $410 Dual	327+07	East		15'
#403 Dual	327+92	West		40'
#406 and The Seventh Day Adventist Church	328+15	East		15'
#311	329+82	West		20'
#307	329+98	West		15'
#212 - #401 Dual	332+24	East		20'
#317	332+28	West		20'
? Dual	334+62	West		40'

Conform Curb Cuts to Design Standards of Constr. Manual

L. F. LINE

Property	Station	Side of Hwy.	Width of Approach	Width of Curb Cuts
Kolstad Canneries	311+75	West	32'	
Kolstad Canneries	313+70	West	32'	
Kolstad Canneries	316+27	West		30'
Kolstad Canneries	Property also has access to D St. 25' west of new R/W.			
H. T. Torgerson	313+03	East	16'	
H. T. Torgerson	313+90	East	16'	
#806 - et al Dual	315+46	East		20'
#802	316+12	East		15'
#708	317+87	East		15'
#707	317+97	West		15'
#452, #444, #421, #424	325+10	East		20'
School property	325+62	East		20'
School property	325+45	West		15'
Parking lot	330+58	East		20'
Gravel parking lot	332+10	West		20'

Conform to Design Standards of Constr. Manual

Approved _____
J. D. Walker
Division Engineer

Robert C. Friess
Liaison Agent

RCF:kr

cc Mr. L. I. Lindas
Mr. J. D. Walker
Mr. L. L. MacIntyre
Mr. E. J. Benner

Approved: _____
Right of Way Engineer

Approved: _____
Assistant State Highway Engineer

RECEIVED
DEC 2 - 1963
FOR FILING
124-1116
6811

2-5-62

ADDENDUM "A" TO LOCATION PROSPECTUS
MT. ANGEL-SILVERTON SECTION
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

The following addendum is submitted to correct the revise the location prospectus concerning the Mt. Angel-Silverton Section of the Hillsboro-Silverton Highway in Marion County.

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: Delete the first sentence and replace with the following: "The existing 1961 ADT from Mt. Angel to Chemawa Junction is 1,500 and from Chemawa Junction to Silverton is 1,800. The readjusted existing traffic with new alignment from Mt. Angel to Chemawa Junction is 500, from Chemawa Junction to Silverton is 850 and on the new alignment, Mt. Angel-Silverton 1,000. Using a 20-year expansion factor of 1.7, the projected ADT on the new alignment would be 1,700." Remainder of paragraph correct as per original prospectus.

Paragraphs 5 through 10: Correct as per original prospectus.

Attachment: Correct as per original prospectus.

February 5, 1962

cc: Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. D. Walker (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
C. G. Polk
Fred Sugnet
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

LOCATION PROSPECTUS
MT. ANGEL-SILVERTON SECTION
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Hillsboro-Silverton Highway, which is a State Secondary Facility on the Federal Aid Secondary System. This highway is not a portion of the throughway system. The northerly terminus is near the intersection of College Street and the Hillsboro-Silverton Highway (M.P. 46.05) in Mt. Angel. The southerly terminus is near the intersection of "A" Street and the Hillsboro-Silverton Highway in Silverton. An alternate study will be made for a possible connection to the Cascade Highway. The overall length is approximately 4.0 miles.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on new alignment. The town of Mt. Angel is at the northerly terminus and the town of Silverton at the southerly terminus.

The general route, laid in the Salem office, follows along the easterly side of the Southern Pacific Railroad Company tracks. A field inspection of this route has been made; however, reconnaissance has not been conducted. Soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing 1959 ADT is 1,450 and the projected 1979 ADT is 2,300. Maximum grade and curvature will be determined by survey. Traffic warrants a Class "B" highway with a typical section consisting of two 12-foot traveled ways with 8-foot shoulders. Shoulders will be treated full width with a minimum of 1½ inches of asphaltic concrete. Deviations from State and Federal standards are not anticipated.

This will be a two-lane highway providing direct access to the highway, limited as to location and width and unrestricted as to existing land use. There are no interchanges or railroad crossings. A major structure will be required to bridge the Abiqua River.

The tentative base design for initial construction is:

Paving	3½" A.C.
Top Course, Base	2 " 3/4-0 Crushed
Bottom Course, Base	16 " Coarse Crushed
Total Depth	21½"

The paving will be done in stage construction with a minimum of 1½ inches of asphaltic concrete being applied at a future date when conditions warrant. Subgrade widths will be computed as per tentative base for initial construction.

Materials are available from local commercial and State-controlled sources.

Agreements will be required with the cities of Mt. Angel and Silverton. Marion County will be consulted as to the disposition of the existing highway.

There are no State parks or roadside rest areas affected by this project.

June 8, 1961

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright (2)

PROSPECTUS MAP

MT. ANGEL — SILVERTON

HILLSBORO - SILVERTON HWY.

MARION COUNTY

Scale 2" = 1 Mi. 1961

"L" line = 3.5 Miles
"S" line = 0.86 "
"F" line = 0.86 "
5.12 Miles

Creek
BEGIN PROJECT
MT. ANGEL
O R R
Rec. line
Crabtree Creek
"L" line
"S" line
"F" line
END PROJECT
To Oregon City
CASCADES HWY.
OAK ST.
ALTERNATE STUDY TO CONNECT WITH CASCADE HWY.
SILVER CREEK FALLS HWY.
SILVERTON
Abiqua
HILLSBORO - SILVERTON HWY.
W.D. Wolfe's
Recon. Line
3.8 Miles
Silver Creek
To Salem
Traffic 1500 - 2000 A.D.T.
8' 12' ℄ 12' 8'
TYPICAL SECTION
16.1 miles

R-20A

T.6S., R.1W.

MT. ANGEL

Church St.

B

9

10

16

15

21

22

28

Ore. 214

Highway

Proposed Route

Abiqua Creek

Existing Hillsboro - Silverton Ore. 214

Alternate

S.P. Co. R.R.

James Street

Pine Street

Henjum Corner

A

C

N

OSHD
RECONNAISSANCE SKETCH MAP
MT. ANGEL —— SILVERTON
HILLSBORO-SILVERTON HWY.
MARION COUNTY
VICTOR D. WOLFE Asst Ch. Loc. Engr.
JULY 1958

*B-C 3.8 MILES

CONST.	$ 447,000
R/W	30,000
TOTAL	$ 477,000

* New Construction

***B-A 3.6 MILES

CONST	$ 430,000
R/W	25,000
TOTAL	$ 455,000

*** Improve Existing

**A-C 1.3 MILES

CONST.	$ 75,500
R/W	7,500
TOTAL	$ 83,000

** Improve Existing

5' 8' 11' 11' 8' 8'

13" Base Crse. 4½ Level Crse.

3½" A.C. Pvt.

TYPICAL SECTION

SILVERTON

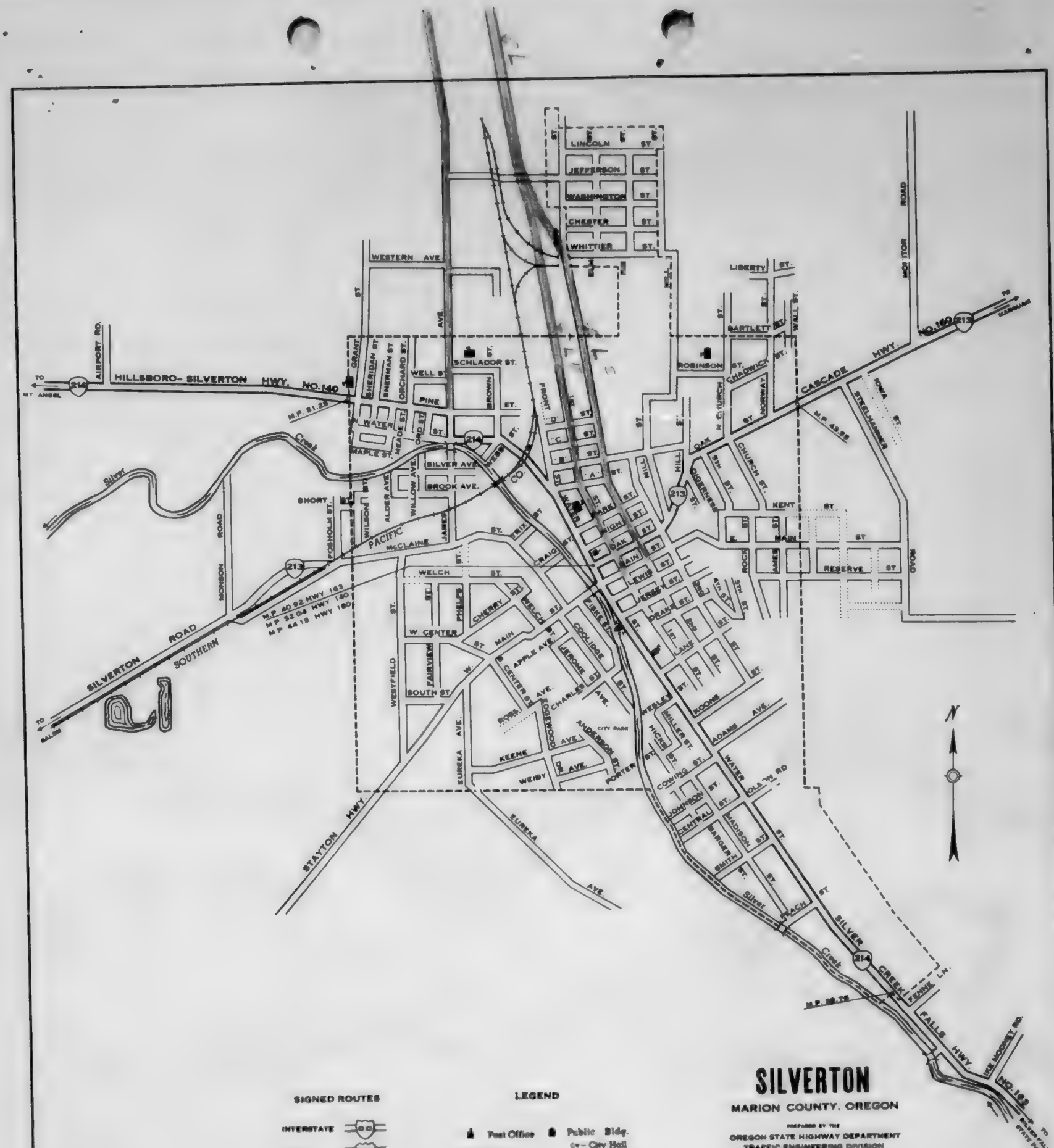
April 62

ESTIMATE OF COST
MT. ANGEL - SILVERTON SECTION
HILLSBORO - SILVERTON HIGHWAY

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
1.	Clearing and Grubbing (20 acres)	All	All	All	All	-	$ 20,000.00
2.	Removal of Curbs	Lin. Ft.	6,750	675	7,425	0.40	2,970.00
3.	Removal of Walks	Sq. Yds.	1,230	120	1,350	0.50	675.00
4.	Removal of Pavement	Sq. Yds.	15,600	1,560	17,160	1.00	17,160.00
5.	General Excavation (Unclass.)	C.Y.	112,630	11,370	124,000	0.32	39,680.00
6.	Drainage Excavation (Unclass.)	C.Y.	2,716	274	2,990	3.00	8,970.00
7.	Short Overhaul	Yd. Sta.	346,834	35,166	382,000	0.015	5,730.00
8.	Long Overhaul	"C" Yd. Sta.	5,496	504	6,000	0.40	2,400.00
9.	Finishing Roadbed and Slopes	Mile	5.22	-	5.22	1,000.00	5,220.00
10.	Rounding Cutbanks	Lin. Ft.	5,600	560	6,160	0.20	1,232.00
11.	12" Concrete Culvert	Lin. Ft.	666	64	730	2.50	1,825.00
12.	18" Concrete Culvert	Lin. Ft.	915	85	1,000	4.50	4,500.00
13.	24" Concrete Culvert	Lin. Ft.	60	6	66	6.00	396.00
14.	30" Concrete Culvert	Lin. Ft.	140	14	154	9.00	1,386.00
15.	36" Concrete Culvert	Lin. Ft.	231	23	254	10.00	2,540.00
16.	42" Concrete Culvert	Lin. Ft.	75	8	83	15.00	1,245.00
17.	54" Concrete Culvert	Lin. Ft.	93	9	102	18.00	1,836.00
18.	60" Concrete Culvert	Lin. Ft.	195	20	215	22.00	4,730.00
19.	Elliptical Arch 5' 9" Rise; 8' 2" Span	Lin. Ft.	86	9	95	70.00	6,650.00
20.	8" Concrete Sewer Pipe	Lin. Ft.	684	66	750	2.00	1,500.00
21.	12" Concrete Sewer Pipe	Lin. Ft.	3,335	335	3,670	2.50	9,175.00
22.	15" Concrete Sewer Pipe	Lin. Ft.	1,410	140	1,550	3.25	5,037.50
23.	18" Concrete Sewer Pipe	Lin. Ft.	820	80	900	3.75	3,375.00
24.	Concrete Catch Basin (Type "G")	Each	31	4	35	100.00	3,500.00
25.	Special Concrete Catch Basin	Each	1	-	1	150.00	150.00
26.	Adjust Catch Basins	Each	4	1	5	35.00	175.00
27.	Adjust Manhole	Each	18	2	20	50.00	1,000.00
28.	Concrete Curbs	C.Y.	214	21	235	45.00	10,575.00
29.	Concrete Sidewalks	Sq. Yds.	910	90	1,000	4.50	4,500.00
30.	Concrete Driveways	Sq. Yds.	381	39	420	5.00	2,100.00
31.	Metal Guard Rail	Lin. Ft.	175	15	190	3.00	570.00
32.	Guide Posts (Type W-1)	Each	100	10	110	6.00	660.00
33.	Guide Posts (Type Y-2)	Each	46	4	50	7.00	350.00
34.	Loose Riprap	C.Y.	1,[illegible]20	110	1,230	4.50	5,535.00
35.	Coarse Crushed Material in Base	Ton	117,370	11,630	129,000	1.65	212,850.00
36.	3/4"- 0 Material in Base	Ton	17,590	1,760	19,350	1.80	34,830.00
37.	Sprinkling	M-Gals.	2,810	280	3,090	3.00	9,270.00
38.	Preparation of Base	Mile	5.22	-	5.22	250.00	1,305.00
39.	3/4"- 0 Material in Binder	C.Y.	1,235	125	1,360	4.00	5,440.00
40.	RC-250 Asphalt	Ton	187	18	205	42.00	8,610.00

ESTIMATE OF COST (CONT.)
MT. ANGEL - SILVERTON SECTION
HILLSBORO - SILVERTON HIGHWAY

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
41.	Class "B" Asphaltic Concrete	Ton	20,070	2,000	22,070	6.50	143,455.00
42.	Extra For Paving Approaches	Each	29	3	32	30.00	960.00
43.	Asphaltic Concrete Traffic Markers	Lin. Ft.	1,000	100	1,100	0.75	825.00
44.	Construct Bridge (210' x 30')	All	All	-	All	-	56,700.00
	Flagging (57½% State Share)						2,000.00
	Adjust Utilities (Including P.G.E. Substation)						53,000.00
	Move Mail Boxes (10 boxes)						100.00
	Seeding (16½ acres)						825.00
	Mulching (16½ acres)						1,650.00
	Directional Signing						1,800.00
						SUBTOTAL	$710,967.50
	Engineering (8%)						56,877.40
	Contingencies (4½%)						31,993.54
						SUBTOTAL	$799,838.44
	Right of Way						145,800.00
						TOTAL	$945,638.44



SIGNED ROUTES

INTERSTATE 00

U.S. 00

ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

SILVERTON

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 3,692

Scale in Feet

400 0 400 800

November 1, 1960

Revised March 1963

CA 1972

RECEIVED
DEC 23 1966

124-1117
6812

December 23, 1966

U.S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 6812 awarded to Salem Black Top Paving Company, Inc., for grading, paving, and signing on the Joseph Street Interchange of the North Santiam Highway in Marion County was completed on August 26, 1966, and accepted by the Highway Commission on December 22, 1966.

Final payment in the amount of $4,110.62 will be released to the contractor after January 3, 1967. The total contract amount is $59,477.62 including $2,860.07 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Salem Black Top Paving Co., Inc.
1615 - 22nd Street, S.E.
Salem, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
DEC 22 1966
FOR FILING

124-1117
6812

December 22, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 26, 1966, on Contract No. 6812. The contract was with Salem Black Top Paving Co., Inc. and was for grading, paving, and signing the Joseph Street Interchange on the North Santiam Highway in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 22, 1966, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

RECEIVED
NOV 7 - 1966

FOR FILING 11-4-1117

6812

October 7, 1966

#10

Salem Black Top Paving Co., Inc.
1815 22nd Street, S.E.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting on October 6 considered your request for an extension of time on Contract No. 6812 on the Joseph Street Interchange Section of the North Santiam Highway in Marion County.

After considering the recommendation of the Engineer and other available information, the Commission increased the calendar days from 70 to 77.

Very truly yours,

Floyd Osery, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc R.D. Asburry
E.J. Hall
L.H. Young
F.D. Morgan
C.H. Maleen

FORM E-30 50M 10-63 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1966

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer

B U I L D I N G

SUBJECT: Extension of Time
Joseph Street Interchange
North Santiam Highway
Contract No. 6812

Attached is a request from Salem Blacktop Paving Co., Inc., contractor on the subject contract for an increase in the specified number of calendar days from 70 to 77. The contractor's request is based on inability of the sign supplier to furnish the aluminum extrusion-type signs due to heavy military and air frame priorities on aluminum materials.

The sign supplier, Traffic Safety Supply Company, was advised by the aluminum manufacturer, Alcoa, that aluminum extrusion schedules have been extended due to heavy military and air frame priorities. The 70 calendar days established in the special provisions expired on August 19, 1966. The contractor received the aluminum signs from the supplier on August 24 and immediately installed them on the project. The project was completed August 26, 1966. This is 7 calendar days amounting to $525 in liquidated damages.

Based on the unavoidable delay in receipt of aluminum signs required, we recommend that the number of calendar days allowed for this project be increased to 77. This will eliminate all liquidated damages. This is a State project.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

DES:nh

Attach.

cc: L. H. Young

RECEIVED
SEP 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6812 Contractor Salem Black Top Paving Co., Inc.

Highway North Santiam

Section Joseph Street Interchange

Kind of Work Grading, paving and signing

It is recommended that such extension be granted as requested under the following terms and conditions:

Recommend seven calendar day extension be granted, which would extend the date until August 26, 1966. Due to the inability of the supplier to supply critical material for the job, said critical material going to the military on a higher priority.

Recommended for Approval:

R. D. Ackley
Division Engineer

John A. Zink
for Construction Engineer or Bridge Engineer

F. B. Klaboe
Assistant State Highway Engineer

Contract No. 6812

Project designation State
State—Federal

Date awarded May 25, 1966

Work started June 3, 1966

Per cent completed 100% August 26, 1966
Date

No. of Calendar days Allowed 70

Previously extended to ____ days

No. of Added Calendar days Requested 7

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date AUGUST 29, 19 66

Gentlemen:

We, the undersigned, respectfully request an extension of 10 days time, from 8-20, 19 66, to 8-30, 19 66, within which to complete our Contract No. 6812, described as follows:

JOSEPH STREET INTERCHANGE, SANTIAM HIGHWAY, MARION COUNTY
GRADING , PAVING , & SIGNING.

The above request is based upon the following reasons:

DUE TO THE FACT THAT TRAFFIC SAFETY SUPPLY CANNOT SUPPLY THE ALUMINUM EXTRUSIONS FOR TYPE A SIGNS UNTIL THE WEEK OF AUGUST 29TH 1966 , BECAUSE ALCOA ADVISED THAT THE EXTRUSIONS SCHEDULES ARE EXTENDED DUE TO THE HEAVY MILITARY AND AIR FRAME PRIORITIES. SEE LETTER DATED 8-16-66 FROM TRAFFIC SAFETY SUPPLY CO. SUBMITTED TO YOUR OFFICE 8-18-66 .

Respectfully submitted,
SALEM BLACK TOP PAVING CO., INC.
Contractor
By J Ray Daniels, Pres.

CONSENT OF SURETY

Date August 29, 1966

We, THE UNITED STATES FIDELITY AND GUARANTY COMPANY,
OF BALTIMORE, MARYLAND, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

U. S. FIDELITY AND GUARANTY CO.
BY: Jones H. Nicholson
Attorney-in-fact
JAMES H. NICHOLSON INC.,
BY: Jones H. Nicholson
Resident Agent

(SEAL)

State Printing 87499

RECEIVED
SEP 9 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: JOSEPH STREET INTERCHANGE		WEEK ENDING: September 24, 1966
		SECTION PREFIX: 124-1117
HIGHWAY: North Santiam		COUNTY: Marion
NAME OF JOB	KIND OF WORK: Grading, Paving, and Signing	
CONTRACTOR: Salem Black Top Paving Co,m Inc.	CONTRACT NUMBER: 6812	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: May 25, 1966	DATE WORK STARTED: June 3, 1966	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN - SUPERVISION -	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 70	CALENDAR DAYS USED 77
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 110
PROJECT AUTHORIZATION: $ 63,968.51		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 59,419.64	ENGINEERING AUTHORIZATION $ 4,548.87	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 59,005.05	ENGINEERING COST TO DATE $ 4,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 1 %	PERCENT OF AUTHORIZATION 90 %	DATE PROJECT WAS COMPLETED: August 26, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.5	0.5			0.5
MILES PARTIALLY COMPLETED							
MILES COMPLETED			0.5	0.5			0.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)			14,600 CY	3,630 CY			2,300 T
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			14,075 CY	3,850 CY			1,970 T
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Mercalock
Trout
Scott
Wills
Litchfield
Olson
Beard
Barbee
Walker
Clonz
Swan

RECEIVED
SEP 29 1966
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate turned into Division office on September 19.

FINAL REPORT

SIGNED _____ LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 19 1966
FOR FILING
124 1117
6812

September 16, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 10
October 6, 1966 meeting

Gentlemen:

Salem Blacktop Paving Company, Inc., contractor on the Joseph Street Interchange Section of the North Santiam Highway in Marion County, Contract No. 6812, requests an increase in the number of calendar days from 70 to 77.

Due to heavy military and air frame priorities, the aluminum manufacturer (Alcoa) was unable to provide extruded aluminum to the sign supplier until five days after the specified calendar day allotment had expired. The supplier immediately shipped the materials to the contractor where they were installed within two days. This delay justifies an extension of seven calendar days.

I recommend that the calendar days be increased from 70 to 77. This will eliminate all liquidated damages. This is a State project.

This matter will be on the agenda for the October 6.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

R. L. Porter
Deputy State Highway Engineer

DES:nh bg

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MAY 31 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUIERY, SECRETARY
SALEM

124-1417

6812

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 31, 1966

Salem Black Top Paving Co., Inc.
1819 - 22nd Street N. E.
Salem, Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract No. 6812, awarded May 25, 1966, for grading, paving and signing on the Joseph Street Interchange section of the North Santiam Highway in Marion County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The calender day count on this contract will begin June 11, 1966.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosures (3)

cc: Mr. L. M. Young
Mr. R. D. Asbury
Mr. E. J. Hall
Mr. F. B. Morgan

RECEIVED
APR 29 1966
FOR FILING

124-1117

6812

April 29, 1966

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon

Dear Mr. Nunn:

Since your visit to this office on April 26, I have discussed with our Right of Way people the proposed acquisition at the Joseph Street interchange from Dr. Dale Parker.

The Department does have an excess parcel of property that is adjacent to Dr. Parker's holdings and also that of his neighbor. The Right of Way Division will attempt to work out an arrangement whereby Dr. Parker could acquire the excess property as part of the right-of-way settlement if he so desires. This would have to be done on an appraised value basis and a cursory examination of the situation indicates that the excess parcel may have a greater value than the area the State seeks to acquire.

If you need anything further on this matter, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring
R. D. Asburry

RLP:ms fn

RECEIVED
MAR 23 1966
FOR FILING

124-1117
6F12

Salem, Oregon
March 22, 1966

Mr. D. H. Moehring
Right of Way Engineer

OFFICE

State funds will be used for the purchase of right of way on the Joseph Street Interchange Section of the North Santiam Highway east of Salem in Marion County. You have estimated the right of way for this section to be approximately $1,500.

You should use prefix 124-2069.

L. H. Young
Office Engineer

JAH:lt

cc: C. L. Laux

RECEIVED
FEB 10 1966
COMMISSIONERS

HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CORVALLIS

124-1117
6x12

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG. 1400 S. W. 5TH AVENUE
PORTLAND 97201

February 9, 1966

Mr. Forest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Attention: F. D. Morgan

Dear Mr. Cooper:

The following listed prospectuses submitted to us by your letter dated January 28, 1966 have been examined.

Joseph Street Interchange Section, North Santiam Highway, Marion County.

Game Farm Road Interchange Section, Pacific Highway, Lane County.

There are no streams involved in these plans, thus the projects are approved.

Sincerely,

Edw K Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

NOTED
F.B. KLABOE

cc: Oregon Game Commission

2-11-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
L. R. Chandler (2)

fp

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FEB 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 1966

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

124-1117

6812

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

Routing

Morgan
Becker
Bond
Barboe
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

February 4, 1966

RECEIVED
FEB 7 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letters of January 28 and January 31, 1966, which enclosed prospectuses for the following projects:

Joseph Street Interchange Section, North Santiam Highway, Marion County.

Game Farm Road Interchange Section, Pacific Highway, Lane County.

Santiam River Safety Rest Area, Pacific Highway, Marion County.

There will be no conflict with wildlife resources as a result of these projects, consequently they are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

NOTED

ROK/dm

cc: Director OFC

2-7-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (2)

RECEIVED
FEB 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

fp

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section JOSEPH STREET INTERCHANGE Highway NORTH SANTIAM (FA 121) County MARION Prefix 124-1[illegible]

Res. Engr. K. J. Hall Approx. Length 0.38 Miles. Sta. _____ to Sta. _____ Date 2-1-66

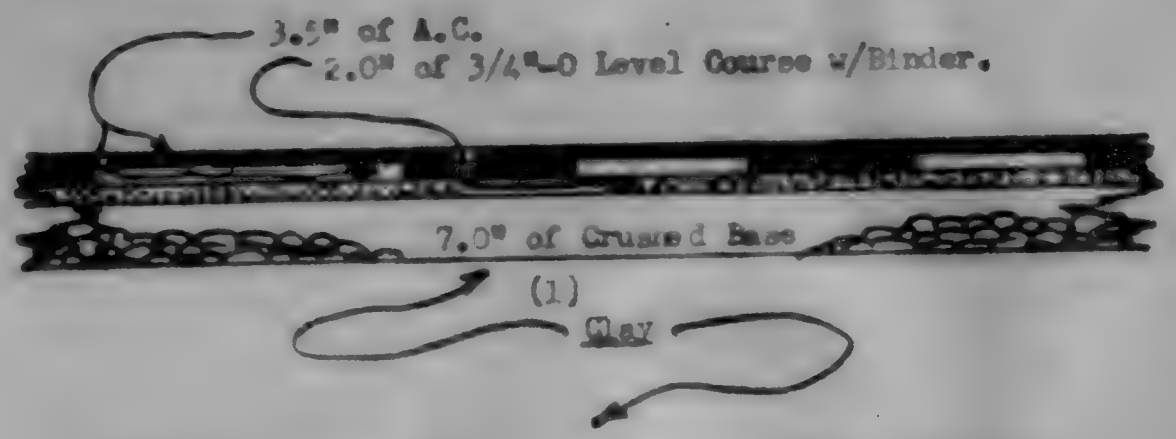
Truck A.D.T. 2 Traffic Coefficient 5.1 18 kip s.a. per day 1+4.

Annual Precipitation 40"± Frost Penetration - - - -.

(1)
Typical Soil
46 LL
13 PI
99 %P 10
[illegible] %P200
1 %Gravel
5 %C Sand
9 %F Sand
25 %Silt
[illegible] %Clay
12 "R" Value
[illegible]

AASHO CLASSIFICATION:
A-7-5 (11)

MATERIAL SOURCES:
To be determined by the Engineer.



Values assigned various components of the pavement structure:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase	=	0.8" Crushed Base

(As Standard Specs. (plus 8% max. P #200 (sieve and 70 minimum ("R" Value.

CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	2.0	2.0	
	7.0	7.0	Crushed Base
16.0	16.0	12.5	

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by C. J. Long for Staff Assistant Recommended by O. A. Peterson Engineer of Materials

Recommended by H. L. Parker for Construction Engineer Approved by M. K. Laber Asst. State Highway Engineer

SECTION: JOSEPH STREET INTERCHANGE

HIGHWAY NORTH SANTIAM (FA 121)

COUNTY: MARION

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year

A. Present ADT 25 Total

B. Future ADT 100 (Total)

C. Mean ADT [illegible] Axles

D. Design Period 20 Years

E. No. of Lanes 1 Way Ramps

F. Percent Trucks 5 ADT Basis

G. Trucks (in one direction) F 50 x (C) 2 = 2

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 2 x (F) 1 % = 2

TRAFFIC COEFFICIENT = K (I) 0.1[illegible]

where K = 4.669

= 5.2

SECTION: SOUTH SPRAGUE (PC&PC) - 4

HIGHWAY: NORTH SANTIAM (FA 121)

COUNTY: MARION

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Mainline is A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short project (0.38 mi.) with no P.C.C. in the immediate area. See Item 6.

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FOR FILING
124-1117
6813

1-28-66

Prefix No. 124-1415

LOCATION PROSPECTUS
JOSEPH STREET INTERCHANGE SECTION
NORTH SANTIAM HIGHWAY
MARION COUNTY

HIGHWAY: North Santiam, State Secondary No. 162, Federal-aid Secondary No. 121.

TERMINI: The westerly terminus is at M.P. 5.44 which is at the Joseph Street Overcrossing and is approximately 4 miles east of the Pacific Highway. The easterly terminus is 0.38 mile easterly of said overcrossing.

LENGTH: The overall length of the project is 0.38 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on new alignment of an eastbound entrance ramp and a westbound exit ramp to expand the existing facility to a full diamond interchange. Reconnaissance is not necessary. Soils investigations will be conducted. No special drainage problems are anticipated. An economic analysis is not needed.

CHARACTERISTICS: The existing ADT for the highway at this location is 3,900. The projected ADT for the highway is 7,400. The projected ADT is 100 on each of the two proposed ramps.

STANDARDS: State standards for entrance and exit ramps will be used. No deviations from State or AASHO standards are anticipated.

TYPICAL SECTION: 16-foot ramp with 6-foot right shoulder and a 4-foot left shoulder.

STRUCTURES: None.

ACCESS: Complete control.

BASE DESIGN: The tentative base design for construction is:

Paving	3-1/2"	A.C.
Top Course Base	2 "	Leveling
Bottom Course Base	8-1/2"	Coarse Crushed
Total Depth	14 "	

MATERIALS: Investigations for material sources will be made during the survey and referenced to the project.

NOTED
TOM EDWARDS

AGREEMENTS: An agreement with Marion County has been consummated.

PARKS: None affected.

January 28, 1966
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

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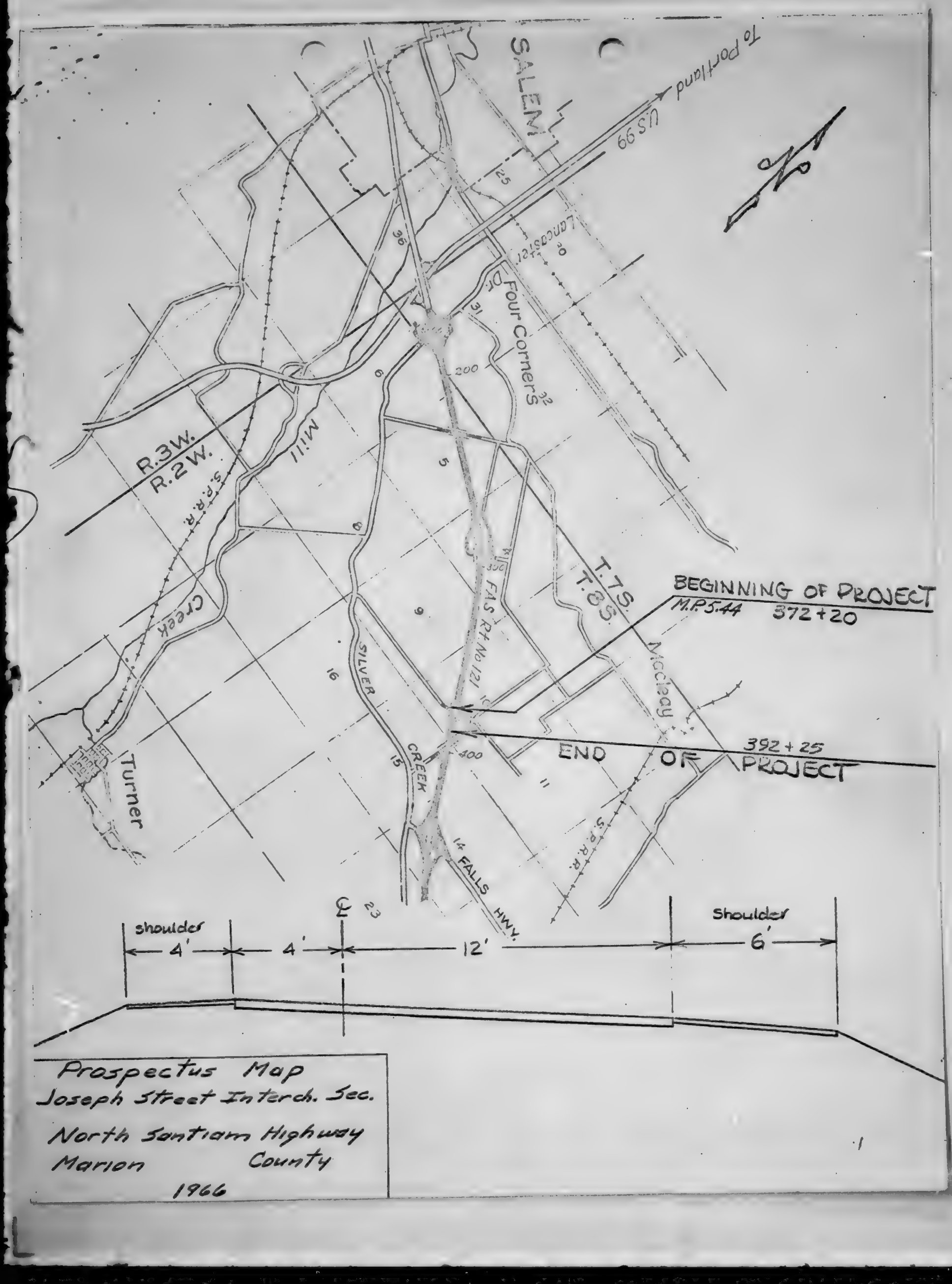
JAN 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER



Prospectus Map
Joseph Street Interch. Sec.
North Santiam Highway
Marion County
1966

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DEC 29 1965
FOR FILING

124-1117

6812

HWY. CONTRACTS AND AGREEMENTS No. 1772

December 23, 1965

3952

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Supplemental Agreement covering the Joseph Street Interchange on Lancaster Drive-Sublimity Gun Club Section on the North Santiam Highway No. 162 in Marion County.

A fully executed copy of the Supplemental Agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.
cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
DEC 27 1965
FOR FILING

124-1116
6413

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 22, 1965

To: Mr. C. H. Maison
Controller
Building

Attention: Mr. J. G. Herr

SUBJECT: Advance Deposit
Joseph Street Int'change
Lancaster Drive-Sublimity Gun Club Section
North Santiam Hwy. #162
Marion County

Herewith Marion County's Warrant #12109 in the amount of $10,000 to cover County's portion of costs of the subject interchange project, east of Salem.

This matter was approved by the Highway Commission on November 4, 1965.

D. N. Harwell, Office Engineer
County and City Division

DNH:mm
Att.

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
F. D. Morgan
R. D. Asburry
L. H. Young

NOTED
R. L. PORTER

RECEIVED
DEC 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR E
Maint
Traffic S
Channel - Elec

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 9, 1965

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting on November 4 considered the improvement of the half interchange at Joseph Street on the North Santiam Highway east of Salem.

The Commission approved inclusion of the project in the Construction Program with the understanding that Marion County will contribute $10,000 or 20 percent of the total cost, whichever is the lesser amount.

An agreement is being prepared and will be sent to you for approval.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fm

cc R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry
H. E. Cox

NOTED
FLOYD QUERY

RECEIVED
NOV 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

In agreement request
writing. "Will be sent

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OCT 27 1965
FOR FILING

124-1117

6812

October 26, 1965

Oregon State Highway Commission

Gentlemen:

Some years ago when the North Santiam Highway was modernized east of Salem, a half interchange was constructed at Joseph Street. This street is a county road that serves agricultural and residential areas between the Silver Creek Falls Highway interchange and the State Correctional Institution.

There has been a continuing demand to make the Joseph Street Interchange a four-way facility, which is estimated to cost approximately $50,000. In order to speed up construction of the project, Marion County has offered to contribute $10,000, or 20 percent, whichever is the lesser.

Because of the desirability of the facility and Marion County's offer to participate in its cost, I recommend that you approve the project for inclusion in the Construction Program and authorize the acquisition of the necessary right-of-way at this time.

This will be on the agenda for your consideration at the November 4 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc: Floyd Query
R. L. Porter (att)
F. B. Klaboe (att)
Victor D. Wolfe
F. D. Morgan (att)
L. H. Young (att)
C. H. Maison (att)
R. D. Asburry
H. S. Cox (att)

RLP:ms sw

FORM S-123Z 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 19, 1965

Marion County Board
of Commissioners
County Courthouse
Salem, Oregon

Gentlemen:

This letter will confirm the details discussed at our meeting this date in connection with the construction of connecting ramps to the North Santiam Highway immediately easterly of Joseph Street, which project was requested by your Board.

The project is estimated to cost $50,000 and I will recommend to the State Highway Commission that we proceed in accordance with your offer of cooperation which is as follows:

Based on the estimated cost of $50,000, the County will contribute 20 percent of the cost not to exceed $10,000. If the final cost of the project is less than the estimated cost ($50,000), the County's share will be reduced to an amount equal to 20 percent of the actual total cost of the project, including engineering.

If this is your understanding of our discussion, will you please signify your approval on a copy of this letter and return it to me.

The project will require approval of the Highway Commission and any agreement must be approved by it. The next meeting of the Commission is scheduled for November 4.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

APPROVAL of
Board of County Commissioners
Marion County, Oregon

Harry Schreng
CHAIRMAN

COMMISSIONER

Pat McCarthy
COMMISSIONER

RECEIVED
OCT 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

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SEP 29 1965
FOR FILING

124-1117
6812

September 28, 1965

Marion County Board
of Commissioners
County Courthouse
Salem, Oregon

Gentlemen:

At your request, I have had the matter of constructing ramps to and from the North Santiam Highway easterly of Joseph Street investigated and find as follows:

The cost of the project is estimated at $50,000 and the estimated present traffic would be quite light but would probably build up as the area develops. The need for the ramps from an economic standpoint appears to be somewhat borderline at the present time.

I would appreciate your thinking re this matter or, if you prefer, a conference. I will be out of the state until the week of October 11.

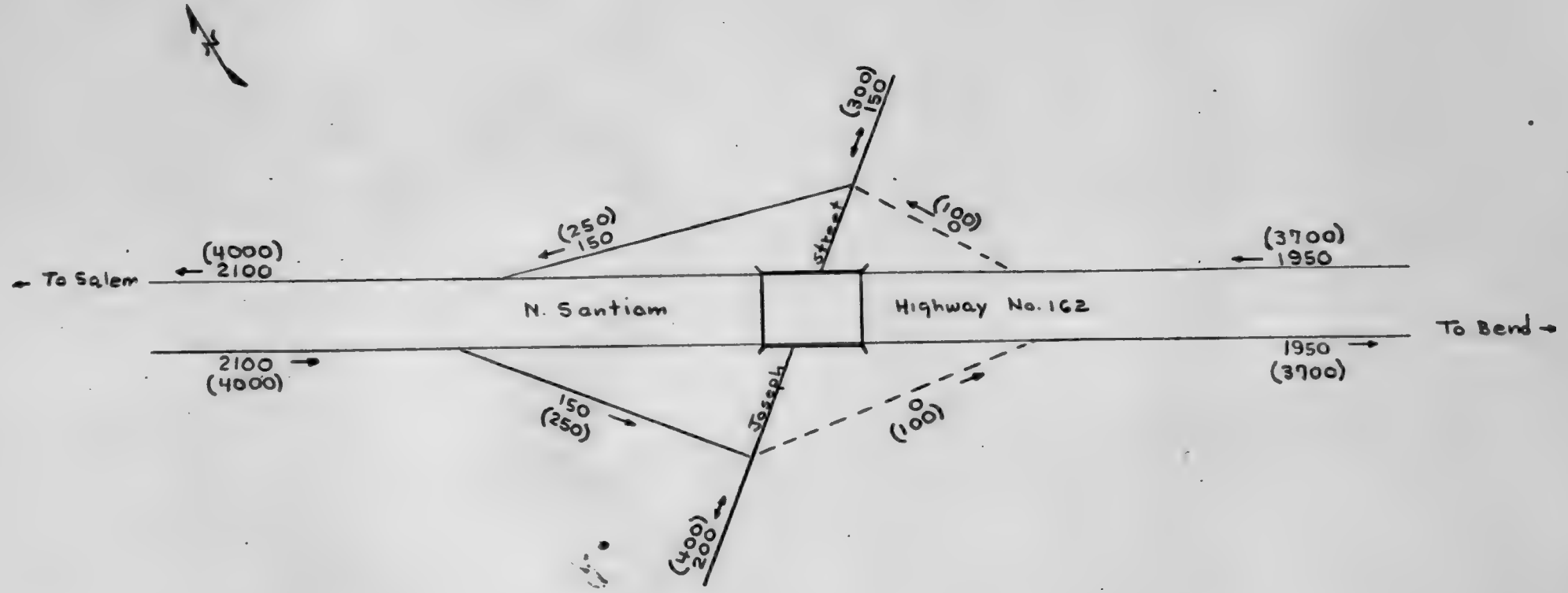
Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm

cc R. L. Porter
Tom Edwards
P. D. Krabbe
Victor D. Wolfe
H. S. Cox
R. D. Asburry

N. SANTIAM HWY. & WALDO INTERCHANGE (Joseph st.)
Estimated Traffic With Full Diamond Interchange



000 1964 ADT
(000) 1984 ADT

NOTED
L. E. GEORGE

9/16/65
T. Crandall SK

RECEIVED
SEP 23 1965
FOR FILING

124-1117

6x12

Salem, Oregon
September 22, 1965

Mr. R. L. Porter

3952

Traffic Estimate for
Full Interchange
Joseph Street -
N. Santiam Highway

If the existent half-diamond interchange at the subject location were developed to a full interchange, it is estimated that the traffic on the two additional ramps provided would amount to 50 ADT each, 1964 basis.

With respect to the 1985 forecast, it is indicated that this area has a potential for subdivision housing development. The extent and degree to which such a development progresses bears heavily, of course, on any 20-year traffic prognostications. Assuming as follows:

1. Development of 1,000 dwelling units in the vicinity of the interchange. (I would be tempted to reduce this 50 percent.)

2. Trip generation factor of six one-way trips per dwelling unit per day (this factor obtained from the O-D studies which we have made).

3. That all trips generated will circulate through the interchange.

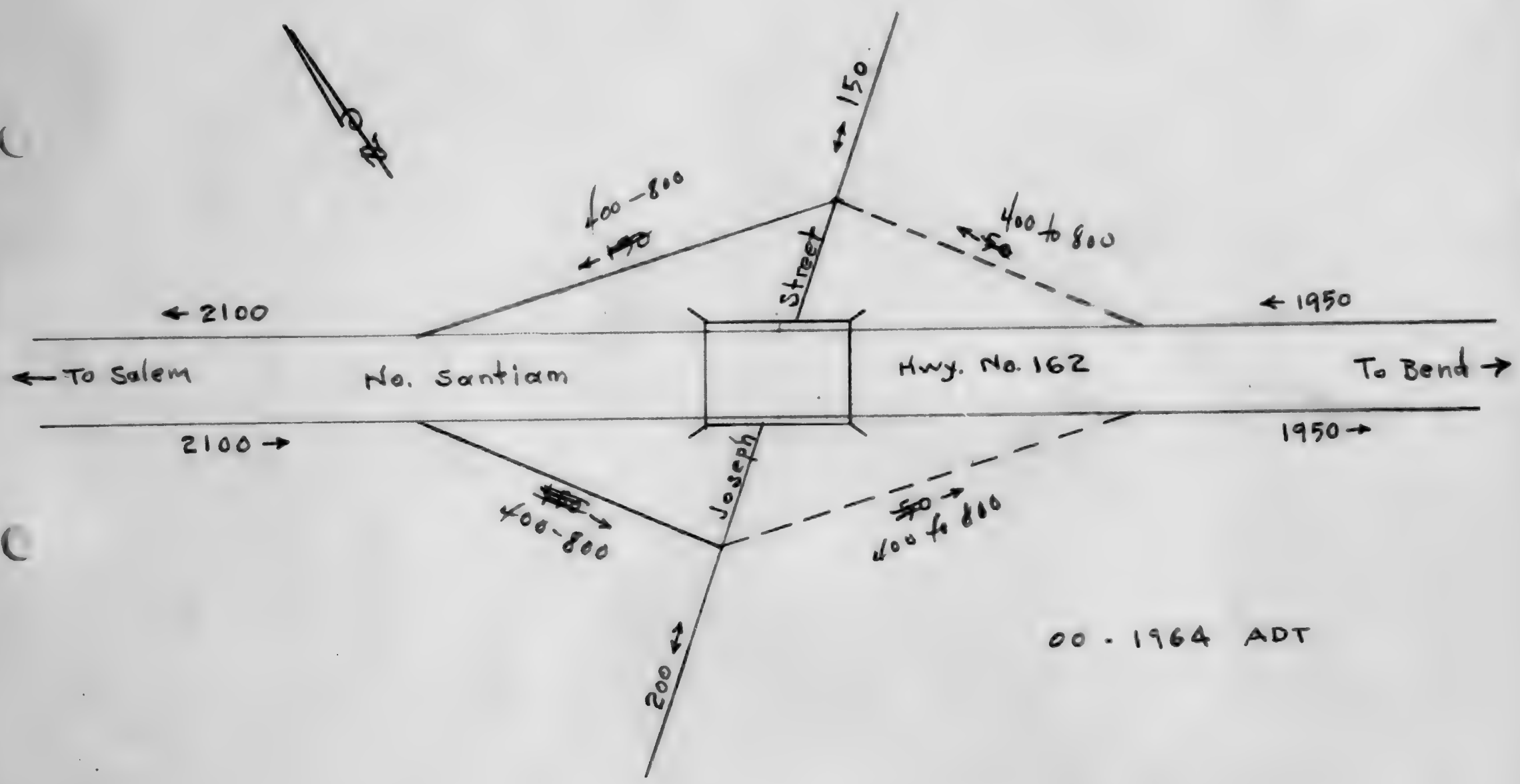
From the above assumption, we would then generate a total of 6,000 trips per day. Assuming distribution of these 6,000 trips as being in the same ratio as 1964 ADT on completed interchange, we have on the order of 2,400 cars per day on each of the two existing ramps and 800 (400, if the lower figure is used) per day on each of the two easterly projected ramps.

cc Forrest Cooper
Victor D. Wolfe
F. B. Crandall

Tom Edwards
Assistant State Highway Engineer

FBC:aa/TE:jwa

N. SANTIAM HWY. & JOSEPH ST.



00 - 1964 ADT

COMMISSIONERS
HENRY AHRENS - CHAIRMAN
REX HARTLEY
PAT McCARTHY
EXECUTIVE SECRETARY
BRUCE PROSSER

PHONE 364-4401

September 21
1 9 6 5

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

For some time now the Board of County Commissioners has discussed with you and members of your staff the desirability of completing the two south ramps of the Joseph Street Interchange on State Highway 22. This interest on our part has resulted from the following: (a) Constant requests by individuals and communities; (b) Advantage to Marion County highway department and Sheriff department vehicles; (c) Traffic relief on existing graveled county roads in the immediate vicinity; (d) Increasing traffic generated by the facilities at Glendale Acres; (e) Overall future need.

While we are reluctant to add to your many problems, we do feel strongly that the completion of this interchange would be in the good interests of Marion County. To support our views, Marion County would be willing to participate financially in this project. It is our hope that this proposal receives your endorsement and the approval of the State Highway Commission for early action. If there is any additional way in which we can assist in this project, we will be pleased to do so.

Very truly yours,

Henry Ahrens

Henry Ahrens
Commissioner
Chairman
MARION COUNTY BOARD OF COMMISSIONERS

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SEP 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS
HENRY AHRENS - CHAIRMAN
REX HARTLEY
PAT McCARTHY
EXECUTIVE SECRETARY
BRUCE PROSSER

PHONE 364-4401

September 9
1 9 6 5

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

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For some time now the Board of County Commissioners has discussed with you and members of your staff the desirability of completing the two south ramps of the Joseph Street Interchange on State Highway 22. This interest on our part has resulted from the following: (a) Constant requests by individuals and communities; (b) Advantage to Marion County highway department and Sheriff department vehicles; (c) Traffic relief on existing graveled county roads in the immediate vicinity; (d) Increasing traffic generated by the facilities at Glendale Acres; (e) Overall future need.

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Very truly yours,

Rex Hartley

Rex Hartley
Commissioner

s

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SEP 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

324-17/15 Aurora (Main St.) Sec., 1966
City St. (Grad. & Fav.)

#6813

CdA 2989

324-1715 Aurora (Main St.) Sec., City St. (Grad. & Pav.) 1966

#6813

#6813
will be filmed on
next reel

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6760 (Dedication) Ends with: Contract# 6812

FLASH CARDS: Begins every Contract

Remarks: #6760 (Dedication) continues from reel 127

Reel No. 128 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 6th day of May, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm